

Light Industrial

The Light Industrial designation is applied to lands on the western edge of the Technology Business Park area in addition to lands in the southern portion of the Specific Plan Area (Figure 2.1-1). Land designated as Light Industrial is intended to accommodate all uses permitted in the Technology Business Park plus wholesale storage and distribution, manufacturing, general industrial and several commercial uses.

Heavy Industrial

The Heavy Industrial designation is applied to areas north of Otay Mesa Road adjacent to Alta Road (Figure 2.1-1). These areas provide for most uses allowed in the Technology Business Park and Light Industrial land use designations plus recycling plants, salvage yards, and outdoor storage.

Mixed Industrial

The Mixed Industrial designation is applied to areas formerly known as Subarea 2. These areas provide are intended primarily for wholesale storage and distribution, research services, and general industrial uses. General industrial land use is defined as industrial plants primarily engaged in manufacturing, compounding, processing, assembling, packaging, treatment or fabrication of materials and products. Many other compatible commercial types of uses such as construction sales and services, automotive and equipment uses, and custom manufacturing are also permitted.

Support commercial uses are permitted within Mixed Industrial areas, and are planned to serve the daily convenience needs of the industrial work force in East Otay Mesa. They may be incorporated within industrial structures or located in a separate structure on the industrially zoned land. Support commercial development is limited to a maximum percentage of the gross acreage for industrial parcels, and it should be clustered at intersections or located within the interior of industrial developments.

Rural (Hillside) Residential

The hillside area at the eastern edge of East Otay Mesa is planned for very low-density rural residential land use. This area has steep slopes and contains significant biological resources. Because of the area's rugged terrain and its sensitive biology, this area is not suitable for agriculture, commercial or industrial use.

Conservation/Limited Use Area

Lands in the northwestern and northeastern reaches of the Specific Plan SubArea 1 area are designated Conservation/Limited Use Area (Figure 2.1-1). The rugged terrain and sensitive biological resources render these areas undesirable for commercial or industrial uses. The Conservation/Limited Use Area will allow uses such as outdoor participant sports, campgrounds and resorts with a Major Use Permit.

Interim Uses

Interim Uses are allowed with a Major Use Permit and shall be developed in compliance with this Specific Plan Development Standards (Section 3.2). Interim Uses shall be allowed for a maximum initial time limit of five years and only if there has been no application for a permanent use on an adjoining parcel that would be negatively impacted by the proposed Interim Use. Time extensions for additional 5-year periods may be permitted, but permit extensions must be approved no later than two years following the end of the interim use period. Under extreme economic circumstances, the County may establish policies that temporarily modify development standards for interim uses provided a sunset date is established and findings are made that the interim use does not impact permanent development within East Otay Mesa.

Permitted Interim Uses are shown in Table 3.1-1 in this Specific Plan, with the exception of uses permitted within the Landfill Buffer as shown in Appendix 6.

Landfill Buffer Overlay

A 1,000 foot wide buffer overlay was identified around a landfill site established by a voter initiative in June 2010. The purpose of the buffer is to establish development regulations that minimize land use conflicts between the landfill and nearby development.

2.2 Circulation Element

Goal:

Provide a multi-modal transportation system consisting of highways, streets, and transit networks adequate to serve subregional transportation needs at an acceptable level of service.

2.2.1 Introduction

The Circulation Element sets the planning framework and provides a safe, convenient and efficient circulation system.

The Circulation Element of the Specific Plan and the General Plan set the planning framework to provide a safe, convenient and efficient circulation system. The East Otay Mesa Specific Plan identifies transportation facilities capable of supporting the anticipated growth in this area, consistent with policies presented in the Land Use Element of the Specific Plan and the County's General Plan.

2.2.2 Goals and Policies

GOAL:

Provide a multi-modal transportation system consisting of highways, streets, and transit networks adequate to serve sub-regional transportation needs at an acceptable level of service.

POLICIES:

Regional Road Policies

Policy C-1: Promote the development of regional road facilities as necessary to accommodate future development in the East Otay Mesa Specific Plan Area.

Implementation: Property owners shall be required to reserve right-of-way for the SR-905, SR-125 and SR-11 freeways and the planned International Border Crossing. Property owners will also be required to reserve additional road right-of-way on Enrico

Fermi Drive and Siempre Viva Road for future ramps and auxiliary lanes to access the SR-11 freeway extension.

Policy C-2: Promote the development of inter-state freeway facilities to the existing Otay Mesa Border Crossing and planned international border crossings in the East Otay Mesa Specific Plan Area.

Implementation: The County will coordinate with Caltrans to promote the development of SR-905 and SR-11 from the existing and planned international border crossings to I-805.

Local Road Policies

Policy C-3: Promote the development of local road network to adequately serve the planned land uses in the East Otay Mesa Specific Plan Area.

Implementation: The local road system, which includes Circulation Element and Specific Plan roads indicated in the Circulation Plan, will be built by the adjacent property owners according to County policies. Through the discretionary permit process, property owners will be required to dedicate and improve roads.

Policy C-4: Ensure that new development provides adequate access to existing land owned and operated by the federal Border Patrol along the USA/Mexico border.

Implementation: The Border Patrol currently owns and operates an approximately 150 foot wide corridor that functions as a view and emergency access area, consistent with Board Policy I-111. Property owners with projects adjacent to the international border shall consult with the Border Patrol during the discretionary review process to determine whether land must be acquired by the Border Patrol to access this corridor from north/south oriented Circulation Element or Specific Plan roads.

City of San Diego Road Coordination

Policy C- 5: Promote circulation coordination between the County of San Diego and the City of San Diego to develop a safe and efficient roadway system for Otay Mesa.

Alternative Modes of Transportation Policies

Policy C- 6: Promote the development and use of a regional transit system to serve the East Mesa.

Implementation: The County will coordinate with SANDAG/MTS to implement regional bus and future LRT service to the East Otay Mesa area.

Policy C-7: Property owners shall dedicate right-of-way for transit facilities as shown in the SANDAG Regional Transportation Plan (RTP)/MTS South Bay Public Transportation Plan.

Implementation: Property owners would dedicate right-of-way for transit facilities during the discretionary review process.

Policy C-8: Promote connections between transit stops and employment destinations in East Otay Mesa.

Implementation: Adequate shoulder space should be retained within the public right-of-way to allow a loop bus system to be developed in the future. When development levels are adequate to support a shuttle bus service, the County DPLU and DPW will coordinate with SANDAG, appropriate transit agencies (MTS), and property owners to plan a local bus shuttle service to serve the East Otay Mesa Area. This will include provision of bus stop shelters along the proposed bus route for the convenience of bus patrons. This facility would be implemented in conjunction with a Transportation System Demand Program.

Policy C-9: Promote development of freight rail service to East Otay Mesa.

Implementation: The County and Caltrans will coordinate with rail line operators and other agencies as appropriate to promote freight rail service to East Otay Mesa.

Policy C-10: Provide for development of a bicycle system that will provide a safe and convenient means of transportation for bicyclists.

Implementation: Implement the bicycle network as defined by Table 2.2-1 of the Circulation Element. The objective of these bicycle routes would be connecting transit facilities with appropriate employment areas as individual projects are reviewed. To encourage bicycle use, bicycle parking should be provided at all commercial and industrial facilities.

Policy C-11: Promote pedestrian circulation in East Otay Mesa.

Implementation: Require all road rights-of-way in East Otay Mesa to include a sidewalk in accordance with Specific Plan standards. As part of the discretionary permit review process, the County will require pedestrian connections between commercial and industrial facilities and the pedestrian network located on public roads. Large developments should include on-site pedestrian access networks.

Regional Transportation Management

Policy C-12: Promote a variety of techniques to maximize the efficiency of the existing and planned transportation network.

Implementation: The County will work with other agencies in the region to comply with the San Diego County Regional Growth Management Strategy (RGMS), Congestion Management Pro-gram (CMP), and Air Quality Plan Transportation Control Measures. Businesses within East Otay Mesa will need to comply with any Regional Transportation Demand Management (TDM) Pro-gram as it is promulgated.

Phasing and Monitoring Policies

Policy C-13: Work with the City of San Diego and Caltrans to expedite the construction of the SR-905 freeway and to plan the SR-11 freeway to support development within the Specific Plan.

Implementation: The County will maintain contact with the City of San Diego and Caltrans to keep abreast of planning and funding developments pertaining to regional roadways. The County will assist property owners by working with SANDAG, Caltrans, and the federal government to ensure that SR-11 and the second Otay Mesa Port of Entry will be planned, designed and constructed in a manner consistent with this Specific Plan. Important features include road alignment, two interchanges (Enrico Fermi Road, Siempre Viva Road), and elevated road segments to ensure connectivity within the local road network without the use of bridges.

Policy C-14: Monitor traffic growth in East Otay Mesa and its effects on the transportation system.

Implementation: Traffic will be monitored as part of the discretionary review process, and the Specific Plan will be updated, as appropriate, in response to major changes in regional roadway or transit systems. When appropriate, staff will prepare a summary

report on traffic conditions for submittal to the Directors of DPLU and DPW identifying traffic-related issues and recommending appropriate actions.

Other Circulation Issues

Policy C-15: Assure that necessary, feasible road improvements are provided to mitigate project impacts.

Implementation: Conditions prepared for discretionary projects will comply with the Specific Plan, Board Policies and CEQA. Applicants for discretionary permits shall also be required to comply with the requirements of the County's Transportation Impact Fee (TIF) Ordinance to pay their fair share of cumulative transportation impacts.

Policy C-16: Support a future international border crossing in East Otay Mesa.

Implementation: The Specific Plan should be compatible and consistent with the proposed location of an international border crossing in the southeastern portion of the Specific Plan as well as expansion plans for the existing border crossing in the City of San Diego.

Policy C-17: Facilitate the implementation of the Otay River Valley Regional Park and trails (previous policies COS-3 and COS-4).

Implementation: The County will coordinate with the Otay Valley Regional Park Policy Committee to ensure that the Otay Valley Regional Park Plan shows trail links in Johnson and O'Neal Canyons in accordance with the East Otay Mesa Specific Plan (see Figure 2.2-1 Circulation Plan). Commercial or industrial development will be reviewed for compliance with trail requirements in the Specific Plan during the discretionary review process. Property owners will be required to dedicate an easement for trail right-of-way in Johnson and O'Neal Canyons for future trail connections within the regional trail system. The precise alignment of the trail corridor should be located within one-quarter mile of its depiction in Figure 2.2-1, or as required by the County Trails Program.

2.2.3 Circulation Plan

Figure 2.2-1, Circulation Plan, shows the roadway network and road classifications for the East Otay Mesa Specific Plan. Roadway classifications by roadway segments are shown in Table 2.2-1, East Otay Mesa Roadway Network. Please note that Figure 2.2-1 depicts a conceptual alignment for Circulation Element and Specific Plan roads. Precise alignments shall be determined during the discretionary review process or through special studies conducted by the County of San Diego.

In preparation of this element, coordination occurred with the City of Chula Vista, the City of San Diego, the California Department of Transportation (CalTrans), the San Diego Association of Governments (SANDAG), and the City of Tijuana, Mexico.

2.2.4 Regional Access

Future regional thoroughfares play an important role in the development of East Otay Mesa. Planned State Routes (SR-125 and SR-11), along with the extension of SR-905 to the Otay Mesa Border crossing, are critical to accommodating the future development of the entire Otay Mesa area. In addition to freeways, planned local roads within East Otay Mesa will play an important role in the area's future. Planned improvements to regional highway system in the area include:

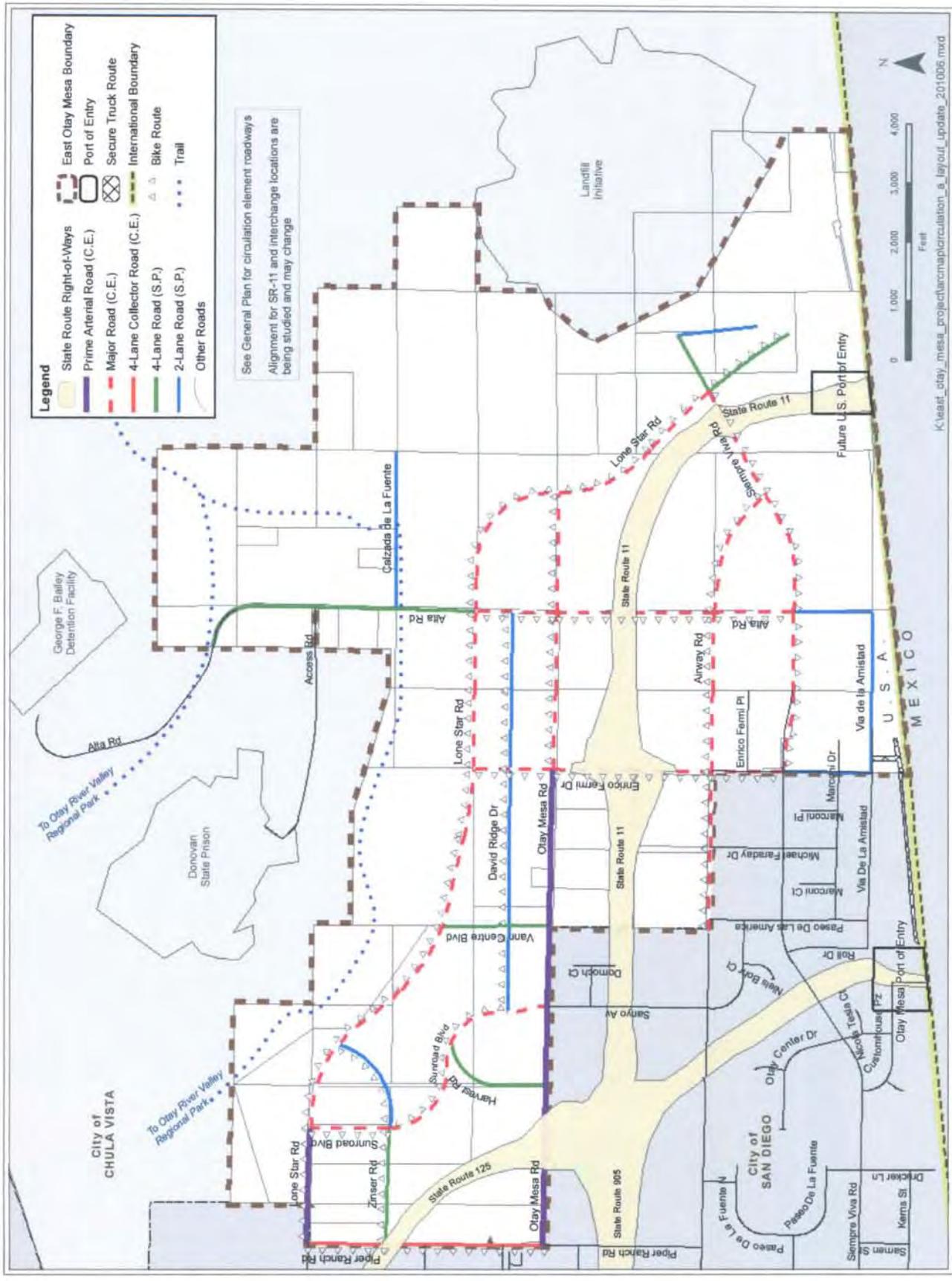
- **State Route 905 (SR-905):** The ultimate plan for the extension of SR-905 is to provide six single occupancy vehicle (SOV) lanes and two high occupancy vehicle (HOV) lanes between Interstate 805 (I-805) and SR-125/Harvest Road. The planned extension would travel east to SR-125 and then curve south to the border. Within Otay Mesa, interchanges are planned at Caliente Boulevard, Heritage Road, Britannia Boulevard, Le Media Road, and SR-125. The southern terminus of SR-905 would be the Otay Mesa Border crossing. As part of this project the SR-905/Siempre Viva Road grade separated interchange was completed and opened to traffic in 2005. Currently, Caltrans is constructing Phases 1A and 1B of the SR-905 facility. As currently scheduled the construction of Phase 1A will be completed by late 2010 and Phase 1B will be completed by the summer of 2012. Other phases (2 through 4) of the SR-905 facility will be programmed as funding becomes available.

Table 2.2-1
East Otay Mesa Roadway Network

ROAD NAME	FROM	TO	CLASSIFICATION	Road Type	Bicycle Network ?
Airway Road	City of San Diego	Siempre Viva Road	4L-Major	Circulation Element (CE)	Yes
Alta Road	Specific Plan Boundary	Lone Star Road	4L/I/C Collector	Specific Plan (SP)	No
	Lone Star Road	Otay Mesa Road	4L-Major	Circulation Element (CE)	Yes
	Otay Mesa Road	Siempre Viva Road	4L-Major	Circulation Element (CE)	Yes
	Siempre Viva Road	Via de la Amistad	2L/I/C Collector	Specific Plan (SP)	No
David Ridge Drive	Sunroad Boulevard	Alta Road	2L/I/C Collector	Specific Plan (SP)	Yes
Calzada de la Fuente	Alta Road	East end of E.C. Way	2L/I/C Collector	Specific Plan (SP)	No
Enrico Fermi Drive	Lone Star Road	Otay Mesa Road	4L-Major	Circulation Element (CE)	Yes
	Otay Mesa Road	Airway Road	4L-Enhanced Major ²	Circulation Element (CE)	Yes
	Airway Road	Siempre Viva Road	4L-Major	Circulation Element (CE)	Yes
	Siempre Viva Road	Via de la Amistad	2L/I/C Collector	Specific Plan (SP)	No
Harvest Road	Sunroad Boulevard	Otay Mesa Road	4L/I/C Collector	Specific Plan (SP)	No
Lone Star Road	City of San Diego	Sunroad Boulevard	6L-Prime Arterial	Circulation Element (CE)	Yes
	Sunroad Boulevard	Siempre Viva Road	4L-Major	Circulation Element (CE)	Yes
	Siempre Viva Road	End Of Road	4L I/C Collector	Specific Plan (SP)	Yes
Otay Mesa Road ¹	City of San Diego	Enrico Fermi Drive	6L-Prime Arterial	Circulation Element (CE)	No
	Enrico Fermi Drive	Alta Road	4L-Major	Circulation Element (CE)	Yes
	Alta Road	Lone Star Road	4L-Major	Circulation Element (CE)	Yes
Piper Ranch Road	Lone Star Road	Otay Mesa Road	4L-Collector	Circulation Element (CE)	Yes
Siempre Viva Road	City of San Diego	Lone Star Road	4L-Major	Circulation Element (CE)	Yes
	Lone Star Road	End of Road	4L I/C Collector	Specific Plan (SP)	Yes
Sunroad Boulevard	Lone Star Road	David Ridge Drive	4L-Major	Circulation Element (CE)	Yes
	David Ridge Drive	Otay Mesa Road	4L-Major	Circulation Element (CE)	No
Vann Centre Blvd.	Otay Mesa Road	Lone Star Road	4L/I/C Collector	Specific Plan (SP)	No
Via de la Amistad	City of San Diego	Alta Road	2L/I/C Collector	Specific Plan (SP)	No
Zinser Road	Piper Ranch Road	Sunroad Blvd.	4L- I/C Collector	Specific Plan (SP)	Yes
	Sunroad Blvd.	Lone Star Road	2L-I/C Collector	Specific Plan (SP)	Yes
State Route 11	City of San Diego	Port of Entry	Freeway	Circulation Element (CE)	No
State Route 125	City of San Diego	City of San Diego	Freeway	Circulation Element (CE)	No

¹ If existing utility poles on Otay Mesa Road from the City of San Diego to Enrico Fermi Drive are placed under ground, a Bicycle Network Route will be required.² Enhanced Major Road (CE) requires additional Right-Of-Way to accommodate turn movements and freeway access from Otay Mesa Road to SR-11.

Figure 2.2-1 Circulation Plan



- **Major Roads and Local Industrial Commercial Collector Roads** provide through access into the center of development areas and the Activity Nodes.
- **State Route 125 (SR-125):** SR-125 is constructed as a 4-lane freeway/toll facility from Otay Mesa Road to San Miguel Road. Future planned improvements include a connecting interchange between SR-905 and future SR-11 as well as an interchange at Lonestar Road. The Lonestar Road interchange is located in the City of San Diego, and it is part of the City's community plan for the Otay Mesa area. The future planned SR-125 improvements are currently unfunded and therefore have no projected opening date or completion target. The EIR prepared for SB 125 evaluated the Lone Star Road interchange. The developer (SBX) agreement for SR-125 requires construction of the Lone Star interchange when warranted by traffic conditions.
- **Future Border Crossing and State Route 11 (SR-11):** State Route 11 is planned as a new freeway/toll facility to extend easterly of SR-905 to connect with the future third border crossing east of Alta Road. The extension would revise the SR-905/125 interchange and provide two new interchanges at Enrico Fermi Drive and Siempre Viva Road. The State Route 11 project is currently in the environmental phase. The Environmental Document (ED) for SR 11 is expected to be a two-phase document. Phase 1 document will be programmatic-level document for SR 11 and the new Otay Mesa East Port. Phase 2 is expected to be a project-level document for SR 11 only. Construction is expected to begin in 2012, with completion in 2014. Actual funding for the remaining project has not yet been identified.

2.2.5 Local Access Road Network

To plan for future travel demand to and from as well as within East Otay Mesa, traffic forecasts were generated for build-out of the Specific Plan. The traffic forecasts incorporate the type and density of future land uses, the location and potential interaction of various land use types, as well as specific characteristics and the capacity of each of the area's future roads. The East Otay Mesa Specific Plan's roadways are forecasted to operate at an acceptable Level of Service (LOS) at buildup (EIR Addendum No. 6).

The East Otay Mesa Specific Plan is based on a hierarchy of circulation roads as designated on the County's General Plan Circulation Element, and non-Circulation

Element Local Industrial/Commercial Collectors designated on the Specific Plan as indicated in Table 2.2-1. Prime Arterial, Major and Industrial/Commercial Collector Roads provide the regional connections through the Specific Plan and beyond. Major Roads and Industrial/Commercial Collector Roads provide through access into the center of the development areas and the Activity Nodes. Figure 2.2-1, Circulation Plan, shows the road classifications and Appendix 4 shows cross-sections from the General Plan Circulation Element for portions of Otay Mesa Road, Enrico Fermi Drive and Alta Road. These classifications have been designated to serve Specific Plan build-out traffic needs. These classifications (Circulation Element and/or Specific Plan Roads) have been designated to accommodate build-out traffic volumes assessed through the preparation of traffic forecasts for the land use development pattern and circulation network identified in this plan. Implementation of this circulation network shall be through the incremental approval and eventual development of individual public and/or private projects.

It is the intent of this Specific Plan that all private discretionary projects shall be required to:

- Dedicate and improve all adjacent rights-of-way necessary to provide access to the project and to complete the Specific Plan circulation system,
- Dedicate and agree to construct, through means acceptable to the Director of Public Works, all adjacent rights-of-way necessary to further implement the Specific Plan circulation system, including where the rights-of-way do not provide direct access to the site. The purpose of this requirement is to implement the circulation system of the Specific Plan, and
- Acquire and construct (or agree to construct if acceptable to the Director of Public Works) all off-site circulation element roads necessary to provide access to the site and to ensure off-site road access will meet County standards.

The Board of Supervisors adopted a Transportation Impact Fee (TIF) program in April 2005 to facilitate mitigation of cumulative traffic impacts. The TIF program was updated in January 2008.

Principal County arterials in the circulation network are described below:

- **Otay Mesa Road:** Otay Mesa Road is shown in the City of San Diego's most recent Circulation Element for the Otay Mesa Community as a four-lane Major between the terminus of SR-905 and SR-125/Harvest Road. The County General Plan includes the road as a six-lane Prime Arterial between Piper Ranch Road and Enrico Fermi Drive. The road continues east to Lone Star Road as a four-lane Major. A cross-section of a portion of Otay Mesa Road from the General Plan Circulation Element is included in Appendix 4.
- **Lone Star Road:** In the City of San Diego Lone Star Road is classified as a four-lane Major. In the County it becomes a six-lane Prime Arterial to Sunroad Boulevard. East of Sunroad Boulevard it transitions into a four-lane Major. This roadway will carry traffic from SR-125 east into the northern portions of the Specific Plan. As Lone Star Road travels east past Alta Road, it heads south to Siempre Viva Road in SubArea 2 of the Specific Plan.
- **Airway Road, Siempre Viva Road and Via de la Amistad:** The City of San Diego's Circulation Element shows Airway Road as four-lane Major Road, Siempre Viva Road as a six-lane Prime Arterial Road and Via de la Amistad as a four-lane Collector Road. These roads continue east from Enrico Fermi Drive, a north/south Major located on the border between the City of San Diego and the County to Alta Road as four-lane Major Roads to serve SubArea 1. Airway Road and Siempre Viva Road are planned to extend east into SubArea 2 terminating at Roque Road. Via de la Amistad will continue east from Enrico Fermi Drive to Alta Road as a two-lane Industrial/Commercial Collector Road.
- **Piper Ranch and Harvest Roads:** Piper Ranch Road and Harvest Road are both north-south four-lane Collector Roads in the County of San Diego that provide access into the Specific Plan Area. Within the County of San Diego's Specific Plan Area, Piper Ranch Road is planned as a four-lane Collector Road. Harvest Road will terminate at Sunroad Boulevard as a four-lane Industrial/Commercial Collector Road.
- **Enrico Fermi Drive:** In the City of San Diego, Enrico Fermi Drive is classified as a four-lane Major Road. In the County of San Diego's East Otay Mesa Specific Plan Area, it is also planned as a north-south four-lane Major Road between

Lone Star Road and Siempre Viva Road. It continues south to *Via de la Amistad* as a two-lane Industrial/Commercial Collector Road. A cross-section of a portion of Enrico Fermi Drive from the General Plan Circulation Element is included in Appendix 4.

- **Alta Road:** Alta Road is planned as a north/south four-lane Industrial/Commercial Collector Road extending north from Lone Star Road. North of Lone Star Road, its main function is to provide access for planned adjacent development and to the detention facilities to the north. It is not proposed to be extended over the Otay Valley. South of Lone Star Road it is planned as a four-lane Major Road to Siempre Viva Road. Alta Road will continue south as a two-lane Industrial/Commercial Collector Road to *Via de la Amistad*. A cross-section of a portion of Alta Road from the General Plan Circulation Element is included in Appendix 4.
- **Sunroad Boulevard/Sanyo Avenue:** Sunroad Boulevard is classified as a Major Road between Lone Star Road and Otay Mesa Road in the County of San Diego. South of Otay Mesa Road the road is referred to as Sanyo Avenue, a four-lane collector road.
- **Calzada de la Fuente:** This road will be located entirely within the Specific Plan Area and is planned as an Industrial/Commercial Collector Road.
- **Zinser Road, Vann Centre Boulevard and David Ridge Drive:** These roads are planned as Industrial/Commercial Collector Roads between Lone Star and Otay Mesa Roads within the Specific Plan Area.

Please note that development projects in East Otay Mesa shall utilize names identified in this chapter for all Circulation Element and Specific Plan roads.

2.2.6 Road Operation

Truck Routes

Through trucks are expected to follow the Prime Arterial, Major, Collector and (non-Circulation Element) selected Local Industrial/Commercial Road street system. Due to

the industrial character of the Specific Plan Area, all streets shall be designed to accommodate truck traffic.

In order to minimize impediments for truck operation and allow access for each of the land uses in East Otay Mesa SubArea 1, the circulation network shall be designed according to the County Public Road Standards. The needs of truck traffic, access, and loading activities shall be incorporated in the design of the roadways. In addition, on-street parking shall be prohibited on all Prime Arterial, Major and four-lane Industrial/Commercial Collector public roads within the Specific Plan Area.

It should be noted that CalTrans may also designate truck only routes to accommodate the future Port of Entry.

2.2.7 Alternative Modes of Transportation

Public Transit

Public transit represents an opportunity to provide a convenient and inexpensive transportation choice for employees, help achieve air quality enhancement goals and reduce vehicular traffic. The development of public transportation facilities, while considered highly desirable for East Otay Mesa, will take place over a period of time. The County of San Diego will continue to work with SANDAG to extend public transit facilities into East Otay Mesa.

SANDAG is currently refining the transit network for the South Bay and once this study is complete, they expect to have a reasonably well-defined network for this area. The SANDAG Plan will include a bus rapid transit (BRT) line to serve the Otay Mesa. A 29-mile loop line would connect the existing light rail station at 24th Street in National City with the Otay Ranch area, the Otay Mesa International Border Crossing, and the Iris Street station in San Ysidro. Future developments will be required to coordinate with SANDAG and the County to ensure that transit is a consideration when planning their development. When the County Board of Supervisors adopts a Transit Plan, including development standards and route locations, all development within East Otay

Public transit represents an opportunity to provide a convenient and inexpensive transportation choice for employees.

Mesa shall be required to comply with that plan and its implementation including the dedication of right-of-way for light rail and/or bus facilities.

The north-south line would generally follow the SR-125 alignment to provide access between Chula Vista, Otay Ranch, and the International Border. The east-west BRT line may follow Otay Mesa Road or Airway Road and potentially continue along this road into the Specific Plan Area to the proposed third border crossing. If this should occur, then a transit station at SR-125/Otay Mesa Road interchange, a station at the border, and possibly one intervening station would be feasible.

Bicycle Network

Use of bicycles as a commuting mode of transportation is encouraged as a means to reduce traffic congestion and minimize greenhouse gas emissions. The bicycle network of East Otay Mesa is focused to safely direct bicycle traffic to and from key locations. It is the intent of the plan to link all transit, commercial, and employment locations via certain Circulation Element roads and Specific Plan roads that would allow bicycling commuters the ability to access East Otay Mesa in a direct manner. The General Plan bike routes are shown on Sheet 6 of the General Plan Circulation Element. Additional bike routes are provided in the Specific Plan.

It is likely that the vast majority of workers within East Otay Mesa will be traveling from areas outside of the Mesa, such as Otay Ranch, portions of the City of San Diego, and Chula Vista, and possibly from the International Border Crossing. To encourage bicycle use within the Specific Plan Area, a connected system of roads suitable for bicycle traffic has been designated for the Mesa. This bike network is detailed on Figure 2.2-1 and in Table 2.2-1 of the Specific Plan. The bicycle network in East Otay Mesa is composed of Class II facilities (bike lanes), and bicyclists are permitted to travel on all public roadways within the Specific Plan. The State of California, Department of Transportation publication, Planning and Design Criteria for Bikeways in California, is the bikeway standard of San Diego County. These regulations shall also apply to the East Otay Mesa Specific Plan.

Pedestrian Circulation

The amount of projected employees in the Specific Plan Area that would take mid-day lunches and shopping trips necessitates the establishment of a pedestrian circulation and trails system that will support and encourage walking as a mode of transportation.

Walking is encouraged within the East Otay Mesa Specific Plan. The amount of projected employees in the Specific Plan Area that would take mid-day lunches and shopping trips necessitates the establishment of a pedestrian circulation and trails system that will support and encourage walking as a mode of transportation. To create safe and attractive pedestrian travel, it is necessary to keep sidewalk areas free of obstructions and allow for the flow of pedestrians. Crosswalks and signal timing help reduce pedestrian/auto conflicts and improve safety conditions. Sidewalks are required on both sides of all public streets. Sidewalks shall meet the guidelines of the County of San Diego Public Road Standards except that sidewalks on all Circulation Element and Specific Plan roads shall be 4-feet wide and shall be separated from the traveled way by a 3-foot landscaped parkway (Section 2.3.5). Sidewalks shall meet the Americans with Disabilities Act (ADA) standards. The Director of Public Works may allow sidewalks to meander around existing utility poles (69kv or greater) that will not be placed underground. In limited circumstances, the Director of Public Works may waive sidewalk requirements where existing utility poles (69kv or greater) will not be placed underground if the applicant can demonstrate that no loss of pedestrian movement or connectivity would result.

Trails

Since the approval of the East Otay Mesa Specific Plan in 1994, the County adopted a Community Trails Master Plan that governs the type and location of trails throughout the unincorporated area. Trails proposed in the Specific Plan are non-motorized, multi-use trails that allow public access to natural scenic areas. Trails and pathways in East Otay Mesa shall meet the Community Trails Master Plan Design and Construction Guidelines. All development adjacent to the Otay Valley Regional Park shall improve a 10-foot wide trail for passive viewing and as a potential connection to the regional park trail system (Figure 2.2-1). The trail shall be open to the public and shall connect to a public sidewalk or an alternative location acceptable to the County.

East Otay Mesa Business Park Specific Plan

Chapter 3

REGULATORY PROVISIONS

Chapter 3.0 Regulatory Provisions

This chapter sets forth the policies, regulatory procedures and standards for implementing the East Otay Mesa Specific Plan. The policies and regulations are premised on several objectives:

- Achieve a high quality industrial and business district through good site planning and building design;
- Protect sensitive environmental resources;
- Accommodate land uses and building types appropriate to an international industrial district;
- Coordinate development with a comprehensively planned network of regional and local roads; and
- Provide public facilities and services prior to or concurrent with need.

These policies, regulatory procedures and standards shall apply to all areas within the East Otay Mesa Specific Plan¹. The use and employment of land, buildings or structures, and the construction, reconstruction, alteration, expansion, or relocation of any building, structure or use upon the land, shall conform to these regulations. No land, building, structure or premises shall be used for any purpose or in any manner other than as permitted in the district in which such land, building, structure, or premise is located, except as provided by the Nonconforming Use provisions of the County's Zoning Ordinance.

These policies and regulatory procedures and standards shall apply to all areas of the East Otay Mesa Specific Plan.

3.1 Land Use Regulations

Land use districts in the East Otay Mesa Specific Plan, as shown in Figure 2.1-1, include Technology Business Park, Activity Nodes (overlay), District Commercial, Commercial Center (overlay), District Commercial, Light Industrial, Mixed Industrial, Heavy Industrial, Rural Residential, and Conservation/Limited Use. It should also be

¹ The 2010 Amendment to the Specific Plan incorporated select items from Site Planning and Design Guidelines, developed for the 1994 Specific Plan.

noted that all uses shall comply with applicable portions of Section 6300 et seq. of the County Zoning Ordinance: Performance Standards. Regarding noise measurements, uses in the Activity Node, District Commercial and Commercial Center shall comply with Section 6310.b; uses in the Technology Business Park shall comply with Section 6310.c; uses in the Light Industrial areas shall comply with Section 6310.d; uses in the Heavy and Mixed Industrial areas shall comply with Section 6310.e; and uses in the Rural Residential and Conservation/Limited Use areas shall comply with Section 6310.b.

The *Technology Business Park District* is intended to accommodate research and development as well as manufacturing of goods and materials associated with emerging industries in San Diego County.

Activity Nodes are intended to create a focal point for daily operations and employee needs within East Otay Mesa. Development standards requiring pedestrian oriented designs will help create a sense of place, unique to East Otay Mesa and the proposed *Technology Business Park* development.

The *Landfill Buffer Overlay* is intended to identify areas where land use conflicts may occur due to an adjacent landfill. The overlay is located 1,000 feet from the edge of the landfill boundary, which also forms the southeastern boundary of the East Otay Mesa Specific Plan. Two land use designations – Mixed Industrial and Rural Residential – are located within the Landfill Buffer Overlay. Processing requirements and use restrictions are described in Table 3.1-1 (and footnote 16) as well as Section 3.3.5, which describes processing requirements for development within the overlay.

The *Commercial Center overlay* is intended to accommodate an appropriate range of retail goods and services for the employee population and bi-national traffic.

The *District Commercial* designation is intended to accommodate an appropriate range of retail goods and services intended to serve a 1 to 2 mile trade area. Only one 10-acre parcel on the northeast corner of Alta Road and Otay Mesa Road is located in this district.

The *Light Industrial Use District* is intended to accommodate general industrial plants primarily engaged in manufacturing.

The *Heavy Industrial Use District* is intended to accommodate all of the uses allowed in the Technology Business Park and Light Industrial Districts plus recycling and salvage uses.

The *Mixed Industrial District* is intended to accommodate industrial plants that primarily engage in the manufacturing, compounding, processing, assembling, packaging, treatment, warehousing, or fabrication of materials and products. Support commercial uses are permitted within Mixed Industrial areas. They may be incorporated within industrial structures or located in a separate structure on the industrially zoned land. Support commercial development is limited to a maximum of five percent (5%) of the gross acreage for industrial parcels, and it should be clustered at intersections or located within the interior of industrial developments. The 5% allocation for support commercial use may be transferred from one parcel to another parcel in Mixed Industrial areas (only), provided that the maximum amount of commercial use does not exceed 10% of the gross acreage of any one parcel being utilized for Support Commercial development. Traffic impacts related to the transfer of commercial use shall be evaluated during Site Plan reviews.

The *Rural Residential* designation is intended for very low-density residential use on land generally unsuitable for intensive development. This designation is applied to areas of the Specific Plan (former Subarea 2) containing steeper slopes and possible significant biological resources. Density is limited to 1 dwelling unit per 20 acres. Rural residential areas with steep slopes and biological resources are given a "G" Designator, are subject to the Sensitive Resource Area Regulations of the Zoning Ordinance (which require a Site Plan Review Process), and require a Resource Conservation Plan approved by the County prior to any development including clearing or grading. Clustering is strongly encouraged in Rural Residential areas.

The *Conservation/Limited Use* designation is applied to areas of the Specific Plan containing steeper slopes and possible significant biological resources.

The "G" Designator was established to ensure that environmentally sensitive areas are appropriately protected. Parcels with a "G" Designator shall comply with the County Zoning Ordinance Sensitive Resources Area Regulations Sections 5300 – 5307. In addition, the Specific Plan requires the preparation of a Resource Conservation Plan for all parcels with the "G" Designator.

Table 3.1-1 identifies permitted and conditionally permitted land uses by district. Similar to the County Zoning Ordinance, the Specific Plan specifies permitted uses (P), uses subject to a Minor Use Permit (m), uses subject to a Major Use Permit (M). Where the box is blank, use is not permitted. Also included are interim uses (I) that are allowed only by a Major Use Permit to be issued or renewed for up to five years, only with the finding that "a reasonable projection of market demand indicates that it is unlikely that any allowed permanent use (approved or in house for processing) will be sited within five years that would be negatively impacted by the Interim Use.

In Table 3.1-1, the number in parentheses following each use refers to the use classification described in the County Zoning Ordinance, Sections 1200 through 1899. These sections of The Zoning Ordinance describe the land uses in more detail. The following uses are specifically prohibited in that portion of the East Otay Mesa Specific Plan previously known as SubArea 1:

- Manufacturing or storage of explosives;
- Permanent storage of toxic waste;
- Cemeteries;
- Animal Auctioning;
- Stockyards;
- Animal rendering plants; and
- Mining and processing.

All proposed development in East Otay Mesa shall require approval of a Site Plan, described in Section 3.3.1 of this Specific Plan, unless a Major Use Permit or other discretionary permit has already addressed the criteria set forth in this Specific Plan or was approved prior to the adoption of this Specific Plan Amendment. The Site Plan requirement shall not apply to the development or improvement of new or existing County parks.

**Table 3.1-1
Land Use Matrix⁽¹⁾**

		San Diego County Zoning Ordinance Nos.		Technology Business Park		Commercial Center (per Section 3.3.2)		District Commercial (per Section 3.3.3)		Industrial Use Types		Rural Residential		Conservation Area	
				Technology Business Park	Commercial Center (per Section 3.3.2)	District Commercial (per Section 3.3.3)	Industrial Use Types	Rural Residential	Conservation Area						
1. CIVIC USE TYPES															
Administrative Services	(1310)	P	P	P	M	P	(m)	P	(m)(16)						
Ambulance Services	(1315)	P			M	P	P	P	P(16)						
Clinic Services	(1320)	P	P	P	M	P	P	M	M (12, 16A)						
Community Recreation	(1325)	P	P	P	P	P	P	P	M						
Cultural Exhibits and Library Services	(1330)	P	P	P	M	P	P	(m)	(m)(16A)						
Child Care Center	(1332)		M	M	P	P	P	P	M						
Essential Services	(1335)	P	P	P	P	P	P	P	P	P(16)	P(16)	P	P	P	P
Fire Protection Services	(1340)	P	P	P	P	P	P	P	P	P	P	P	P	P(12, 16)	P(16)
Law Enforcement Services	(1346)	P	P	P	P	P	P	P	P	P	P	P	P	P(16)	P(16)
Lodge, Fraternal and Civic Assembly	(1348)	M	P	P	M	M	M	M	M	M	M	M	M	M(16A)	M
Major Impact Services and Utilities	(1350)	M(9)	M(9)	M(9)	M(9)	M(9)	M(9)	M(9)	M(9)	M	M	M	M	M	M
Minor Impact Services and Utilities	(1355)	P	P	P	P	P	P	P	P	P	P	P	P	P(16)	(m)
Parking Services	(1360)	P	P	P	P	P	P	P	P	P	P	P	P	P(16)	P(16)
Postal Services	(1365)	P	P	P	P	M	M	P	P	P	P	P	P	P(16)	P(16)
Small Schools/Trade Schools	(1375)	M	M	M	M	(m)	(m)	(m)	(m)	(m)	(m)	(m)	(m)	(m)(16)	(m)(16)
2. COMMERCIAL USE TYPES															
Administrative and Professional Services	(1410)	P	P	P	P	P	P(10)	P	P	P(12)	P	P	P	P(12, 16)	P
Agricultural and Horticultural Sales	(1415)	I			P(2)	P	I	I	I	I(16A)					
a) Agricultural Sales		I			P	P	I	I	I	I(16A)					
b) Horticultural Sales		I			P	P	I	I	I	I(16A)					
Agricultural Services	(1420)	I			P(13)	I	I	I	I	M					
Animal Sales and Services	(1425)			P			-	-	-	I(16A)					
b) Grooming										I(16A)					
c) Horse Stables										I(16A)					
d) Kennels										I(16A)					
e) Veterinary – Large Animals										P(12)	P(12, 16)				
f) Veterinary – Small Animals				P	P					P(12)	P(12, 16)				

East Otay Mesa Specific Plan

Regulatory Provisions

**Table 3.1-1
Land Use Matrix⁽¹⁾**

		San Diego County Zoning Ordinance Nos.		Technology Business Park (1430)		Industrial Use Types		Rural Residential		Conservation Area	
						District Commercial		Light Industrial		Heavy Industrial	
Automotive and Equipment				P(2)	P(2)	P(13)	P(2)	P(2)	P(2)	P(2)	P(2, 16)
a) Cleaning		I(2)				P	P(2)	P(2)	P(2)	P(2)	P(2, 16)
b) Fleet Storage		I(2)				P(13)	I(2)	P(2)	P(2)	P(2)	P(2, 16)
c) Parking						P(2)	P(2)	P(2)	P(2)	P(2)	P(2, 16)
d) Repairs (Heavy Equipment)						P(2)	I(2)	P(2)	P(2)	P(2)	P(2, 16)
e) Repairs (Light Equipment)						P(2)	I(2)	P(2)	P(2)	P(2)	P(2, 16)
f) Sales Rentals (Heavy Equipment)		I(2)				P(2)	I(2)	P(2)	P(2)	P(2)	P(2, 16)
g) Sales Rentals (Farm Equipment)		I(2)				P(2)	I(2)	P(2)	P(2)	P(2)	P(2, 16)
h) Sales Rentals (Light Equipment)		I(2)				P(2)	I(2)	P(2)	P(2)	P(2)	P(2, 16)
i) Storage (Non-Operating Vehicles)		I(3)				M	M	M	M	M	M
j) Storage (Recreational Vehicles and Boats)		I				M				P(2)	P(2)
Building Maintenance Services		(1435)	P(2)	P(2)	P(2)	P	P(2)	P	P(12)	P(12)	P(12, 16)
Business Equipment Sales and Service		(1440)	P	P	P	P	P	P	P	P	P(12, 16)
Business Support Services		(1445)	P	P	P	P	P	P	P	P	P(12, 16)
Communications Services		(1450)	P	P	P	P	P	P	P	P	P(12, 16)
Construction Sales and Services		(1455)	P(2)	-	P(2)	P(13)	P(2)	P	P	P	P (16)
Convenience Sales and Personal Services		(1460)	P	P	P	P(14)	P	P	P	P	P (12, 16)
Eating and Drinking Establishments		(1465)	P(5)	P(4)	P	P(4)	P(5)	M(5)	M(5)	M(5, 16A)	
Financial, Insurance and Real Estate		(1475)	P	P	P	P(4)	P	P	P	P	P (4, 12, 16)
Food and Beverage Sales		(1480)	P(5)	P	P	P(12)	P(5)	P(5)	P(5)	P(5)	P (5, 16)
Funeral and Internment Services		(1485)									
a) Cremating											
c) Undertaking											
Gasoline Sales		(1490)	P(6)	P(6)	P(6)	P(6)	P(6)	P(6)	P(6, 12)	M (6, 12)	
Laundry Services		(1495)	P	P	P	P	P	P	P	P	P(12, 16)

East Otay Mesa Specific Plan

Regulatory Provisions

**Table 3.1-1
Land Use Matrix⁽¹⁾**

San Diego County Zoning Ordinance Nos.		Technology Business Park	Industrial Use Types			Conservation Area					
			Commercial Center (Overlays - per Section 3.3.3)	District Commercial (per Section 3.3.2)	Business Park	Light Industrial	Heavy Industrial	Mixed Industrial	Rural Residential		
Medical Services	(1500)	P	P	P							
Participant Sports and Recreation	(1505)										
a) Indoor		P(12)	P	P	P	P	P	P	P(12,16)		
b) Outdoor		M	M	M	M	M	M	M	M(12,16A)	M	
Personal Services	(1510)	P	P	P	P	P	P	P			
Recycling Collection Center	(1512)										
a) Small (7)		P	P	P	P	P	P	P	P(16)		
b) Large (7)									P(16)		
Recycling Processing Facility	(1513)										
a) Light (8)									M	M(16)	
b) Heavy (8)									M	M	
c) Wood and Green Materials, Light (8)									M	M	
d) Wood and Green Materials, Heavy (8)									M	M	
Repair Services	(1515)	P	P	P	P	P	P	P	P(12)	P(12,16)	
Research Services	(1520)	P	P	-		P	P	P	P(16)		
Retail Sales	(1525)										
a) General		P(5)	P	P	P	P	P	P	M(12,16)		
b) Specialty		P	P	P	P	P	P	P	M(5)		
Scrap Operations	(1530)								P	M	
Spectator Sports and Entertainment	(1535)										
a) Limited		I		P	M	(m)	M(12)	M(12)			
b) General				M	M	M	M	M			
Swap Meets	(1540)	I				I	I	I			
Transient Habitation	(1545)										
a) Campground											
b) Lodging											
c) Resort									M		

**Table 3.1-1
Land Use Matrix⁽¹⁾**

San Diego County Zoning Ordinance Nos.		Technology Park	Industrial Use Types			Rural Residential	Conservation Area
			District Commercial	Light Industrial	Heavy Industrial	Mixed Industrial	
3. INDUSTRIAL USE TYPES (9)							
Wholesale Storage and Distribution	(1550)				P(17)	P	P (16)
a) Mini Warehouse		P(2)	P(2)	P(2)	P(17)	P	P (16)
b) Light					P(17)	P	P (16)
c) Heavy					P(17)	P	P (16)
Custom Manufacturing	(1610)	P	P	P	P(17)	P	P (16)
General Industrial	(1620)	P			P(17)	P	P (16)
4. AGRICULTURAL USE TYPES							
Horticultural	(1710)						
a) Cultivation		I				I	I (16)
b) Storage		I				I	I (16)
Tree Crops	(1715)	I				I	I (16)
Row and Field Crops	(1720)	I			I	I	I (16)
Packing and Processing	(1735)					P	P (16)
a) Limited						P	P (16)
b) Winery						P	P (16)
c) General						P	P (16)
d) Support						P	P (16)
5. EXTRACTIVE USE TYPES							
Site Preparation	(1820)	M			M	M	M (12)
Extractive Use	(6550-6557)					M (15)	M (15)
6. RESIDENTIAL USE TYPES	(1260)						
Family Residential: Density = 1 du/20 acre							P (16A)

Symbol Key:

- P = Permitted Use by Right
- | = Interim Use (Major Use Permit Required; Initial 5 Years; additional 5-year increments by Major Use Permit Modifications)
- (m) = Minor Use Permit
- M = Major Use Permit
- Blank = Not Permitted

Land Use Matrix Footnotes

1. Accessory uses, as defined by The Zoning Ordinance Section 6156 et seq., customarily associated with, and appropriate, incidental and subordinate to the principal use shall be permitted in all districts. The Director of Planning and Land Use shall determine whether the proposed accessory use qualifies as an accessory use, and said determination is subject to appeal pursuant to Section 7200 of the County of San Diego Zoning Ordinance.
2. All operations, including storage of materials, shall be enclosed (within a building or within a solid fence or wall, minimum six feet in height). (Note 13 shall apply when the Zoning Ordinance requires enclosed buildings for specific uses.)
3. One auto auction was legally established prior to amendment of this Specific Plan. That interim use may be renewed for up to 5 years at a time if the finding can be made that a "reasonable projection of market demand indicates that it is unlikely that permitted uses in the Technology Business Park will be established in the time period for which the renewal is authorized."
4. Drive-through only permitted with a Major Use Permit.
5. Eating and Drinking Establishments, Food and Beverage Retail Sales and General Retail Sales in areas outside of the Activity Nodes or Commercial Center are allowed as accessory to the main use.
6. Gasoline Sales use type as defined per The Zoning Ordinance, are limited to sites located at the intersection of Prime Arterials and Collector Streets and Major Roads and Collector Streets.
7. Uses shall comply with Section 6970 of the County Zoning Ordinance: Recycling Collection Facility.
8. Uses shall comply with Section 6975 of the County Zoning Ordinance: Recycling Processing Facility.
9. Transit center allowed by right; all others require Major Use Permit.
10. Office space must be less than 100,000 square feet, otherwise a Major Use Permit is required.
11. A Major Use Permit is required for more than 100 rooms (lodging).
12. Support Commercial only, can occupy a maximum of 5% of an industrial parcel (see transfer limits, page 85).
13. All operations, including storage of materials, shall be entirely within an enclosed building.
14. Maximum of one establishment.
15. Extractive use was permitted with a Major Use Permit (MUP) by previous Subarea 2 language; that provision is retained for Subarea 2, which includes Mixed Industrial and Rural Residential. Specific Plan conformance, MUP findings, and (in some areas) a Major Amendment to the MSCP shall be required for the MUP. Extractive use remains prohibited outside previous Subarea 2. For surface mining, see Chapter 7 (Sections 87.701 and 87.714) of the Grading Ordinance.
16. See section 3.3.5 for processing requirements within the Landfill Buffer Overlay. Uses labeled (16A) are prohibited within the Landfill Buffer Overlay.
17. See Policy LU-5. Development should meet Site Plan and design review criteria for future commercial use. If Heavy Industrial, General Industrial or Custom Manufacturing use is proposed within a designated commercial area (District Commercial, Commercial Overlay), then Civic and Commercial uses are subject to same limitations as Heavy Industrial.

3.2 Development Standards

The Development Standards apply to all parcels and serve as criteria for the review of all proposed development.

The Development Standards, key implementation tools for the East Otay Mesa Specific Plan SubArea 1, shall apply to all parcels and serve as criteria for the review of all development including interim uses. These Standards will accomplish the following:

- Administration through a Site Plan Permit or other discretionary permit;
- Creation of industrial and business parks with strong identities and a place of distinction and quality;
- Establishment of criteria to create cohesive, visually unified industrial and business centers;
- Assurance of a compatible interface with the proposed Otay Valley Regional Park that enhances both the industrial development as well as the nearby Regional Park;
- Establishment of tools necessary to implement the goals and objectives of the Specific Plan; and
- Implementation of mitigation measures identified in CEQA documents prepared for the Specific Plan.

The Development Standards are intended to allow design flexibility under the premise that several design solutions can ultimately achieve a stated goal.

If not otherwise specified herein, requirements of the County Public Road Standards, County Off Street Parking Manual, County Water Conservation in Landscaping Ordinance and Design Manual, County Grading Ordinance, and County Dark Sky Ordinance

The intent of this section is to create a user-friendly, quick reference, in table format, that contains pertinent information for various design professionals that will be implementing the Specific Plan through development proposals. The desired result is to assist the applicant in preparing complete comprehensive submittals that can be readily reviewed by County staff. Section 6250 of the County Zoning Ordinance shall regulate On-Premise Signage. Development Standards are broken into three main areas as follows:

- Site Planning
- Landscaping
- Architectural

If not otherwise specified herein, requirements of the County Public Road Standards, County Off-Street Parking Manual, County Water Conservation in Landscaping Ordinance Design Manual, County Grading Ordinance, County Subdivision Ordinance, and County Dark Sky Ordinance shall apply to both permanent and interim uses. Where there are conflicting requirements, those included in this Specific Plan shall apply.

3.2.1 Site Planning

All permanent development in the Specific Plan Area shall comply with the Site Planning Standards.

Table 3.2-1 sets forth specific standards and requirements for Site Plan design and for development. Many of the standards apply to all of the land uses allowed in the Specific Plan Area, and others apply only to a specific type of land use. All permanent development projects in the Specific Plan Area shall comply with the Site Planning Standards. Interim uses shall also comply with the Site Planning Standards with the exception of type of structure, which is limited by The Zoning Ordinance. The Site Plan requirement does not apply to the development or improvement of new or existing County Parks.

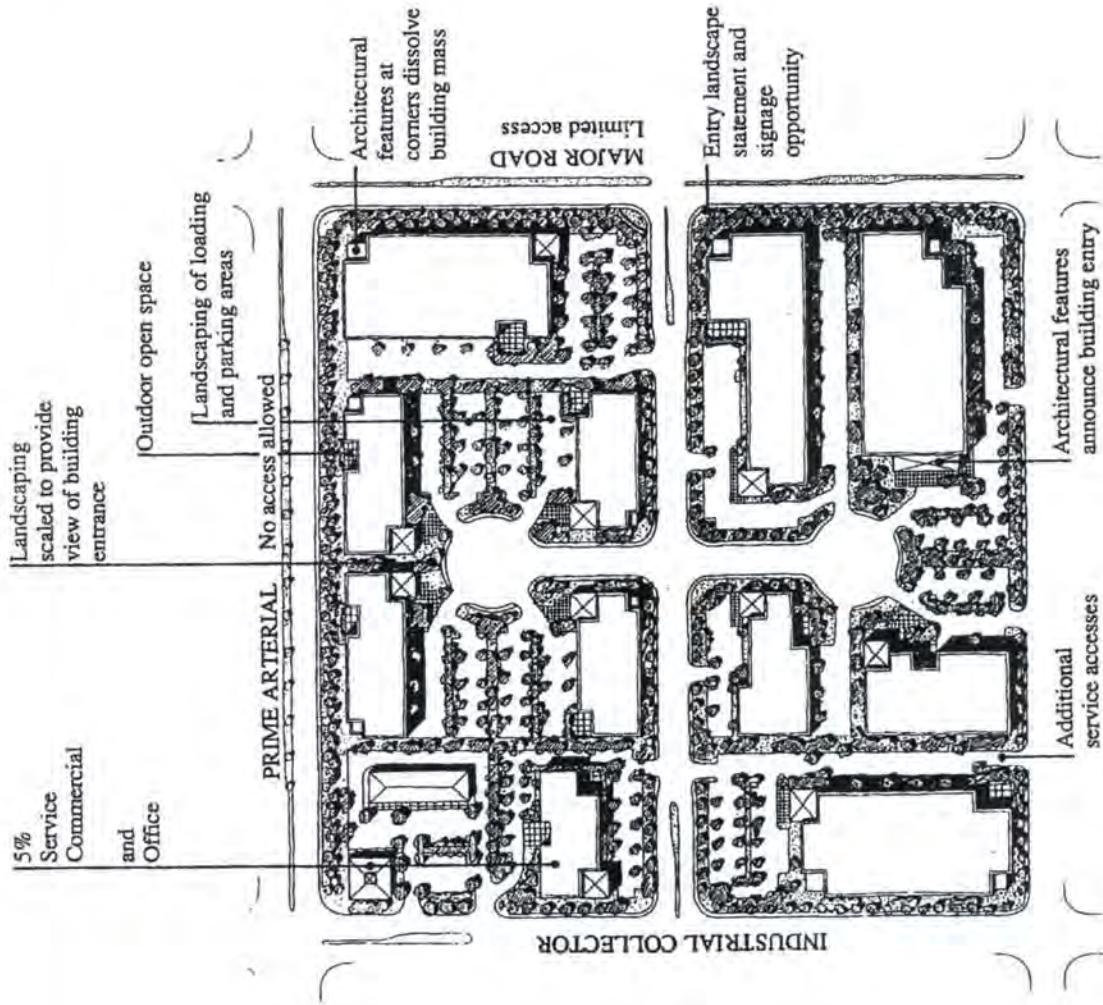
The Site Planning Standards (Table 3.2-1) addresses the following:

- Use, Intensity and Bulk Requirements
- Site Access
- Parking
- Grading
- Building Orientation
- Usable Open Spaces
- Service Areas
- Fencing, Walls and Hedges
- Lighting

The entire Specific Plan is subject to a B Special Area Designator, requiring the preparation of a Site Plan, and areas shown on Figure 3.2-11 are also subject to a G Special Area Designator. The only exception is rural residential development located areas designated as Rural Residential.

The 2010 Amendment to the Specific Plan incorporated select site planning guidelines and standards from the Site Planning and Design Guidelines prepared for the 1994 Specific Plan. The drawing on the following page, Figure 3.2-1, demonstrates how the Site Planning Standards could be applied in a typical situation.

Figure 3.2-1 Illustrative Site Plan



When processing a subdivision in East Otay Mesa, a conceptual layout should be submitted early in the permitting process to demonstrate that the proposed subdivision can accommodate industrial development that meets site planning standards of the Specific Plan.

Table 3.2-1: Site Planning Standards: Use, Intensity and Bulk Regulations

Regulations	Technology Business Park	Light Industrial	Heavy Industrial	Activity Node	Commercial Center	District Commercial	Mixed Industrial	Rural Residential (9)	Conservation/Limited Use
Use Regulations	S88	S88	S88	S88	S88	S88	S88	S88	S88
Minimum Lot Size	30,000SF	30,000SF	30,000SF	4,000SF	10,000SF	10,000SF	30,000 SF	20 AC (9)	1 AC
Building Type	W	W	W	W	W	W	W	B	W
Floor Area Ratio	.5 / 1.0 (8)	.5	.5	1.0	1.0	.25	.40	N/A	.35
Max. Building Height (5)	150 feet	100 feet	60 feet	150 feet	35 feet	60 feet	60 feet	25 feet	25 feet
Max. Building Coverage	.40	.50	.50	.50	.50	.25	.40	N/A	.25
Min. Building Setbacks Streets (6):									
Prime Arterial Road	25 ft.	25 ft.	25 ft.		20 ft.	25 ft.	25 ft.	60 ft (front yard setback)	25 ft.
Major Road	20 ft.	20 ft.	20 ft.		20 ft.	20 ft.	20 ft.	20 ft.	25 ft.
Industrial/Commercial Collector Road (4-Lane)	20 ft.	20 ft.	20 ft.	5 ft.	20 ft.	20 ft.	20 ft.		25 ft.
Industrial/Commercial Collector Road (2-Lane)	10 ft.	10 ft.	10 ft.	5 ft.	15 ft.	15 ft.	10 ft.		15 ft.
Min. Building Setbacks Yards (7):									
Interior Side Yard	10 feet to 30 feet, and sum of interior yards shall equal at least 30', 50' from top of slope if adjacent to the Otay Valley Regional Park			0 feet	20' for buildings & 15' for parking and driveway. (see note 1).	15 feet	15 feet	15' Side 35' Exterior	20 feet
Rear Yard	5 feet	5 feet	5 feet	5 feet	5 feet	5 feet			
Enclosures	Outdoor storage with screening per Development Standards (Fencing, Walls and Hedges)			Outdoor storage prohibited (2)	Outdoor storage prohibited (3)				
Animal Regulations	D	D	D	D	D	D	D	D	D

Site Planning Matrix Footnotes:

Note 1: Shared driveways will not require an interior yard setback.

Note 2: Except weekend sidewalk sales

Note 3: Except for display and sale of landscape items and seasonal items.

Note 4: Per Development Standards.

Note 5: FAA regulations related to Brown Field may result in reduced height limits in some locations. FAA review is required for most development permits in East Otay Mesa.

Note 6: Measured from edge of right-of-way

Note 7: Measured from property line.

Note 8: 1.0 FAR within 1,250 feet of Activity Node: 0.5 FAR when located more than 1,250 feet from Activity Node

Note 9: Rural Residential has a "C" setback designator (see Zoning Ordinance, Section 4810), building type B, height C. For clustered development: (a) setbacks will be established during Site Plan review, (b) at least 40% of the project must be in permanent open space, and (c) the minimum parcel size is 20,000 SF or less.

Symbol Key:

W: Non-residential, attached or detached, same lot or separate lot.

D: See Designator "D" of the Animal Schedule of the County Zoning Ordinance, Section 3100.

TABLE 3.2-1
Site Planning Standards

		All Land Use Designations
	SITE ACCESS	
Prime Arterials	<ul style="list-style-type: none"> ▪ Controlled intersections are the preferred access points for roadways classified as Prime Arterials. Direct property access via private driveways shall be limited (per County Road Standards). 	
Major Roads	<ul style="list-style-type: none"> ▪ Driveway cuts permitted wherever street intersections would otherwise be allowed (separation of 300 feet, per County Road Standards) and shall be right-in and right-out only with no median cuts for driveways permitted. If additional driveways are proposed, shared driveways should be utilized where feasible to minimize curb cuts on Circulation Element and Specific Plan roads. 	
Collector Roads	<ul style="list-style-type: none"> ▪ Driveway cuts permitted wherever street intersections would otherwise be allowed (separation of 300 feet, per County Standards). If additional driveways are proposed, shared driveways should be used where feasible to minimize curb cuts on Circulation Element and Specific Plan roads. 	
Specific Plan Roads and Local Streets	<ul style="list-style-type: none"> ▪ Where frontage is less than 150 feet, one curb cut is permitted. ▪ Where frontage is 150 to 200 feet, 2 curb cuts are permitted. ▪ Where frontage is greater than 200 feet, 1 curb cut is permitted every 100 feet (round up at 250 feet or more). 	
Driveway Width	<ul style="list-style-type: none"> ▪ 40 foot maximum; 30 foot maximum in Activity Nodes; 60 foot maximum for tandem driveways. 	
Curb Radius	<ul style="list-style-type: none"> ▪ Refer to County Road Standards 	
Driveway Spacing	<ul style="list-style-type: none"> ▪ Driveways may be increased to 30 foot radius for truck traffic ▪ Provide 60 feet or more between driveways per lot, but the number of driveways shall be limited by street frontage allowance. ▪ Provide 15 feet or more from the interior property line, except for shared driveways where no interior yard setback is required from the property line. ▪ Provide 30 feet or more from the end of curb radius. ▪ Driveway spacing less than 200 feet shall require a design modification approved by the Director of Public Works ▪ Driveways should be located to minimize interference with required street tree spacing on Circulation Element and Specific Plan roads. 	
Transit Planning	<ul style="list-style-type: none"> ▪ Bus pullouts at transit stops needs shall be reviewed by MTDB and may be required on all Prime Arterials 	

TABLE 3.2-1
Site Planning Standards

	All Land Use Designations
	<ul style="list-style-type: none"> and Major Roads.
Pedestrian Circulation	<ul style="list-style-type: none"> The Commercial Center shall accommodate transit facilities to the satisfaction of the County and in coordination with MTDB. When the County Board of Supervisors adopts a Transit Plan, including development standards and route locations, all development within East Otay Mesa shall be required to comply with that plan. Provide pedestrian walkways that link building entries to sidewalks located within public rights-of-way (pedestrian connections should meet ADA and California Accessibility standards). When more than one building is located on a development parcel, provide pedestrian walkways that link together building entries (pedestrian connections should meet ADA and California Accessibility standards). Minimize conflicts between vehicular and pedestrian circulation within the development parcel.
Site Plan Coordination Between Separate Commercial Properties	<ul style="list-style-type: none"> Circulation: Major site access points, curb cut locations, and parking lot layouts shall be coordinated with adjacent properties through the Site Plan review process to facilitate vehicular and pedestrian circulation throughout commercial shopping areas. Curb cuts on collector roads shall also be coordinated with the planned curb cuts across the street to create four-way intersections. Parking lot layouts shall be closely coordinated with adjoining commercially zoned properties to maximize ease of vehicular circulation, through shared driveways and access, where feasible. Reciprocal Access Easements: Reciprocal access easements are encouraged for adjoining commercially zoned properties to allow for efficient circulation and parking between separate commercial properties, i.e., pedestrians and vehicles should be able to access adjacent commercial properties without exiting onto a public street to re-enter an adjoining commercial property where feasible.

TABLE 3.2-1
Site Planning Standards

	PARKING	All Land Use Designations
Number Required Also see Multiple Uses below.	<p>Storage and Warehouse Uses:</p> <ul style="list-style-type: none"> ▪ 1 space per 1,000 square feet of gross floor area (SF/GFA) plus 1 space for each vehicle used in conjunction with the use. ▪ 1 bicycle space for every 10 parking spaces, but not less than 3 spaces <p>Industrial Uses:</p> <ul style="list-style-type: none"> ▪ Up to 100,000 gross square feet <ul style="list-style-type: none"> 2.5 parking spaces per 1,000 SF/GFA plus 1 space for each vehicle used in conjunction with the use. ▪ 100,000 gross square feet or more <ul style="list-style-type: none"> 2 parking spaces per 1,000 SF/GFA plus 1 space for each vehicle used in conjunction with the use. ▪ 1 bicycle space for every 10 parking spaces <p>Support Office / Commercial Uses:</p> <ul style="list-style-type: none"> ▪ 25,000 gross square feet or less: <ul style="list-style-type: none"> 4 parking spaces per 1,000 SF/GFA ▪ Greater than 25,000 gross square feet: <ul style="list-style-type: none"> 3.3 parking spaces per 1,000 SF/GFA 1 bicycle space for every 10 parking spaces ▪ When more than 10 percent of the gross floor area of a support commercial use is devoted to eating and drinking establishments, the parking requirements are as follows: <ul style="list-style-type: none"> 10-25 percent: 10 parking spaces per 1,000 SF/GFA Over 25 percent: 12 parking spaces per 1,000 SF/GFA 	

TABLE 3.2-1
Site Planning Standards

	All Other Uses: Manual except as noted below.	All Land Use Designations
Number Required	<ul style="list-style-type: none"> ▪ Refer to County Parking Requirements, Section 6750 of County Zoning Ordinance and Off Street Design Manual except as noted below. ▪ Detention and correction institutions 100,000 gross square feet or more (San Diego County Zoning Ordinance 1350) located in the Heavy Industrial land use designation: 1 space per 1,000 SF/GFA ▪ On-street parking prohibited on Prime Arterials, Major Roads or four-lane Collector Roads. ▪ On-street parking (parallel only) permitted on local streets. 	<p>Multiple Uses:</p> <ul style="list-style-type: none"> ▪ In cases where multiple uses are located within a building or on a lot, the total requirements for off-street parking facilities shall be the sum of the requirements for the various uses computed separately. ▪ Off-street parking facilities for one use shall not be considered as providing parking facilities for any other use except as specified in the Zoning Ordinance for joint use parking facilities.
All Uses:		<p>When processing a Major Use Permit for specialized businesses, parking standards may be modified when adequate evidence is supplied that supports the proposed parking standard. Reduced parking standards are limited to the life of the Major Use Permit and cannot be transferred.</p> <p>Speculative Development:</p> <p>Speculative industrial or commercial development may establish an overall parking ratio, based on assumptions about ultimate use, provided that a subsequent permit is obtained by the ultimate user that verifies parking provisions do meet the requirements of this Specific Plan.</p>
Location		<ul style="list-style-type: none"> ▪ Off street parking prohibited in landscape setback areas. ▪ In Activity Nodes, off street parking prohibited between building and street right-of-way. ▪ In Activity Nodes, off street parking permitted on non-street side of building.
Screening		<ul style="list-style-type: none"> ▪ Commercial truck parking lots are not permitted unless screened from views from all public rights-of-way. ▪ Provide screening using landscaped berms (maximum four-foot tall), fencing, landscaping and/or buildings that block views to the parking lot from the public rights-of-way. When truck parking is elevated due to topography, evidence shall be supplied demonstrating that adequate screening is provided.

**TABLE 3.2-1
Site Planning Standards**

		All Land Use Designations
		<ul style="list-style-type: none"> ▪ Chain-link fencing is prohibited except for specific circumstances identified in the following section: "Fencing, Walls & Hedges – Materials". ▪ Parking areas located within or adjacent to the Otay Valley Regional Park FPA shall be screened from the Park by native landscaping. In addition, views from the Park as well as the regional trail system should be considered when identifying screening requirements for such parking areas.
Interim Use Truck Parking	<ul style="list-style-type: none"> • Disintegrated granite may be used as a surface material for truck parking in appropriate locations, subject to approval by the Director, Department of Public Works. 	
GRADING		
General	<ul style="list-style-type: none"> ▪ Grading shall conform to the County's Grading Ordinance or as specified in this Specific Plan (the more restrictive would apply). The maximum slope shall not exceed 2:1, although a slope of 3:1 should be used whenever feasible. Existing and/or rough graded slopes in excess of 3:1 should be regraded to provide the same general effect by rounding and rolling the tops and toes of slopes. Where turf grass is planned, the maximum slope shall be 5:1. ▪ The amount of grading should be minimized. Where there is a significant slope across the site, terraced grading for building pads should follow the natural topography of the site except where large industrial buildings are anticipated. Whenever feasible, use contoured slopes and/or landscaping to minimize visual impacts on slope banks that exceed 20 feet. ▪ Adjacent building pads: The elevation difference between adjacent building pads should not exceed 30 feet. Retaining walls and bench cuts should not be used to circumvent the limits on slope banks. ▪ <u>Pads and adjacent public road(s)</u>: The elevation difference between a building pad and an adjacent public road is limited to 30 feet when the pad is located below a public road and to 20 feet when the pad is located above the public road. No standard is set for limited circumstances where the elevation difference is the result of the natural topography of the land, the planned alignment of the road and/or the requirements of public road standards (the primary example is Lone Star Road.) ▪ Along the boundaries of areas designated for industrial or commercial use (and those designated for Rural Residential or Conservation/Limited Use) within the Specific Plan, avoid the appearance of manufactured slopes. New slopes should be contoured to blend into the natural topography and support plant material matching the existing native vegetation. (See figure 3.2-2) ▪ The maximum slope gradient for cut or fill slopes is 2:1, per the County's Grading Ordinance. 	
<i>See page 102 for Rural Residential and Conservation / Limited Use.</i>		

TABLE 3.2-1
Site Planning Standards

	All Land Use Designations
Retaining Walls	<ul style="list-style-type: none"> ▪ Limit the use of retaining walls, and locate them only where they are not likely to be damaged by vehicles and where they are separated from any road surface by at least 5 feet of landscaping. ▪ Minimum horizontal separation between walls is 4 feet. ▪ Minimum distance to street right of way 10 feet, landscaped to include minimum five-gallon shrubs to achieve a 3-foot tall height at maturity. Shrubs shall be located between street right-of-way and wall at a ratio of 4 per 20 linear feet. ▪ Permitted materials: stone, stucco, cast stone, split-face CMU, brick, poured-in-place concrete, brick block, keystone. ▪ Timber retaining walls are prohibited. ▪ Walls of buildings are permitted to act as retaining walls, subject to all applicable building codes.
Drainage Control	<ul style="list-style-type: none"> ▪ Stormwater management and drainage shall be designed to meet County ordinances and State and National Pollutant Discharge Elimination System (NPDES) permit requirements. ▪ Volume for all storage facilities shall be designed according to maximum anticipated buildout.

TABLE 3.2-1
Site Planning Standards

		All Land Use Designations
Conservation Areas and Adjacent to Otay Valley Regional Park and Johnson and O'Neal Canyons	<ul style="list-style-type: none"> ▪ Grading within Rural Residential and Conservation/Limited Use areas shall be limited, with heights between building pads (and roads) limited to 15 feet. ▪ Projects located within or adjacent to the Otay Valley Regional Park shall be designed to minimize the visual impact of grading to the Park. ▪ Grading into Johnson and O'Neal Canyons shall be restricted. Grading plans for properties adjacent to Johnson Canyon shall incorporate erosion control devices that are put in place prior to construction. ▪ Grading or temporary stockpiling of excess fill in canyons is prohibited. ▪ Daylight cut conditions are required on the edge of Johnson and O'Neal canyons. ▪ Fill slopes shall be planted with non-invasive native plant material similar/compatible with the adjacent areas. ▪ Retaining walls and terrace building pads at the canyon edge are prohibited. <p>Note 1: Policies above related to Johnson and O'Neal Canyons primarily apply to those portions of the canyons located in areas designated as Rural Residential in the original (1994) Specific Plan. Those areas are currently designated as Rural Residential or Conservation / Limited Use.</p>	
General Principles	<h3>BUILDING LOCATION AND ORIENTATION</h3> <ul style="list-style-type: none"> ▪ Development should be sited to produce a consistent relationship of buildings to public streets. This can be accomplished by providing consistent building setbacks, by orienting building entries to the street or to interior courtyards in a consistent manner, and by locating buildings at the corner of a site when it is located next to a public street intersection. ▪ In development complexes of more than one building, buildings should be organized around courtyards, or grouped in compact clusters, to create coherent and useful outdoor spaces with shelter from wind or sun. ▪ Outdoor areas created as a result of building locations should have clear, recognizable shapes that reflect careful planning and are not simply left-over areas between buildings. Central courtyards, entry courts, plazas and enclosed gardens are examples of useful spaces between buildings. Use landscaping, low walls, benches and other elements to improve their visual appearance and provide shade and sitting areas for pedestrians. 	
Accessibility	<ul style="list-style-type: none"> ▪ Primary and ground floor building entrances shall orient to plazas or pedestrian sidewalks. ▪ Walkways to transit stops shall be landscaped with canopy trees, minimum one 24" box tree / 30 lineal feet 	

TABLE 3.2-1
Site Planning Standards

		All Land Use Designations
		<ul style="list-style-type: none"> ▪ Buildings in Activity Nodes shall be oriented toward the street that they front. ▪ Open space areas within development located adjacent to the Park should maximize setback of structures from the Park. ▪ Buildings shall be sited so as to maximize views to the Otay Valley Regional Park while maintaining 50-foot setback from top of slope. ▪ All development adjacent to the Otay Valley Regional Park shall improve a 10-foot wide trail for passive viewing and as a potential connection to the regional park trail system. The trail shall be open to the public and shall connect to a public sidewalk or an alternative location acceptable to the County. ▪ Window walls shall be oriented to the park.
Adjacent to Otay Valley Regional Park		<p>USABLE OPEN SPACE</p> <ul style="list-style-type: none"> ▪ Ground level open space shall include minimum 4' tall (at maturity) screening from abutting parking by dense landscaping, or masonry fence or wall, either solid or semi-opaque. Chain link fencing is prohibited except for specific circumstances identified in the following section: "Fencing, Walls & Hedges – Materials". ▪ When adjacent to plazas and courtyards, views to trash dumpster areas, equipment or storage areas, and loading docks shall be screened utilizing material compatible with the adjacent building and integrated into building architecture.
Screening		<p>Industrial and Commercial:</p> <ul style="list-style-type: none"> ▪ All plans shall designate a location(s) on-site for employee passive or recreational activity. This area shall be screened from parking and traffic and shall be improved with benches and shade structures. The slope of a usable open space shall not exceed two percent. ▪ Usable open space should be accessible to all buildings on the lot or building site.
Location		<ul style="list-style-type: none"> ▪ For purposes of satisfying this requirement, outdoor passive or recreational areas of not less than 2,000 square feet in area shall be provided for each 10 acres of development area. The outdoor areas may occur as one large area serving several lots as identified on the site plan or subdivision map. Within an Activity Node, a plaza may satisfy this requirement. ▪ Where more than one building is located on a site, buildings shall be organized around or designed to create courtyards or outdoor spaces, unless this is precluded by the primary use of the facility, such as

**TABLE 3.2-1
Site Planning Standards**

	All Land Use Designations
	<ul style="list-style-type: none"> truck loading docks (see Figures 3.2-1 and 3.2-3). Spaces between buildings shall include entry courts, defined plazas, lunchtime retreats, or formal and informal gardens, unless this is precluded by the primary use of the facility, such as truck loading docks. Planting, low walls and fences shall enclose one or more sides of an outdoor space. A minimum of 200 square feet of the area should be shaded by a roof overhang, trellis, or other shade device. Off-street parking and loading areas, driveways, and service areas shall not be counted as usable open space. Adequate screening shall be provided if usable open space is located next to such uses. <p>Activity Node:</p> <ul style="list-style-type: none"> The required 5-foot setback between building and street right-of-way shall apply towards usable open space. The setbacks may be increased to 10' to create outdoor dining areas and to avoid buildings with straight unbroken facades. The usable open space may be a central plaza, park or "public square or green" located central to the Activity Node and easily accessible from buildings in the Node.
	SERVICE AREAS
Loading Areas	<ul style="list-style-type: none"> The number of loading areas shall conform to the applicable Zoning Ordinance provisions. Shall not encroach into landscape setback areas.
Loading Areas, Docks and Storage or Service Areas	<ul style="list-style-type: none"> Shall be a minimum 30 feet from the street front property line (and outside setback areas) and adequately screened. Shall be screened from the Otay Valley Regional Park. Shall be located within or behind buildings or be adequately screened from any public right-of-way by a wall, hedge, row of evergreen trees space 12-feet on center, or other visual barrier (Figure 3.2-4).
Mechanical Equipment	<ul style="list-style-type: none"> Satellite dishes, back flow preventors, stand pipes, etc. that cannot be located indoors, shall be screened from view by fences, walls or landscape materials that blend with the landscape palette.

TABLE 3.2-1
Site Planning Standards

		All Land Use Designations
Public Utility Structures	▪ Traffic signal boxes, transformers, telephone switching boxes and other public utility structures shall be located underground or appropriately screened, with landscaping or architectural treatment.	
FENCING, WALLS & HEDGES		
Required Fences and Walls	<ul style="list-style-type: none"> ▪ All open sales, display and storage areas not otherwise (fully) screened by topography, buildings, or mature landscaping shall be enclosed by a view-obscuring fence or wall not less than six feet high. This requirement does not apply to the following commercial use types: <ul style="list-style-type: none"> a. Agricultural Sales (Retail nursery only); b. Outdoor dining areas of Eating and Drinking Establishments; and c. Gasoline Sales (No open storage of goods or materials; all repair and lubrication services shall take place in an enclosed building.) ▪ In Heavy Industrial and Mixed Industrial areas, the above requirement may be waived by the Planning Director for the following commercial use types: <ul style="list-style-type: none"> a. Automotive and equipment: Cleaning, Sales/rental, Heavy equipment, and Light equipment b. Gasoline Sales ▪ See Parking and Loading Areas, Docks and Storage or Service Areas for additional areas where screening is required. 	
General Requirements	<ul style="list-style-type: none"> ▪ Wherever screening is required, a fence, wall, hedge or other visual barrier shall be used. Where fences are used as a required screening device, the fence must be opaque. (See Landscaping Standards for information on hedges used as a screening device.) ▪ Within the setback area, fences, walls and hedges shall have a maximum height of 6 feet above grade. Noise walls may be higher than 6 feet when additional height is needed to comply with General Plan Noise Element or Noise Ordinance requirements. ▪ Beyond the setback area, or within the building envelope, fences, walls and hedges are permitted up to the maximum height applicable to the main building. Although this interpretation allows fencing greater than 6', the County does not want to create fortresses that do not meet the following goals of the Development Standards: <ol style="list-style-type: none"> 1. Creation of industrial and business parks with strong identities and a place of distinction and quality; 	
Maximum Height		

TABLE 3.2-1
Site Planning Standards

	All Land Use Designations
	<p>2. Establishment of criteria to create cohesive, visually unified industrial and business centers.</p> <ul style="list-style-type: none"> ▪ The Specific Plan allows any durable material. The wrought-iron type tube material is favored. This type of fencing can also have the angled top that limits someone climbing over. ▪ Prohibited materials include wood, barbed wire, razor wire, corrugated metal, and chain link (with/without vinyl covering) except as noted below. ▪ Detention and correction institutions (San Diego County Zoning Ordinance 1350) located in the Heavy Industrial land use designation may utilize chain link fencing (in conjunction with barbed wire and razor wire, with or without vinyl coating) where required for security purposes. Landscaped berms or setbacks shall be used to minimize visual impacts from adjacent properties and the public rights-of-way. ▪ For other types of uses, chain link is permitted in the following circumstances: <ol style="list-style-type: none"> 1. Property boundaries adjacent to SR-11, except within setbacks from a public right-of-way. 2. Interior lot locations (perimeter locations are excluded) in areas designated as Heavy Industrial and Mixed Industrial where the fence is located outside the setback from the public right-of-way. 3. Interior lot locations (perimeter locations are excluded) in areas designated as Light Industrial and Technology Business Park where the fence is located outside the setback from the public right-of-way AND the fence is not visible (and will not be visible) from an existing or planned public right-of-way. For example, a location that is hidden from view by existing or planned structures would be permitted. Applicants must submit adequate evidence (maps, photographs, visual simulations, etc.) that demonstrates the fence meets these requirements. 4. Interior lot locations for Interim Uses (perimeter locations are excluded), where the fence is located outside the setback from the public right-of-way. <p>Materials</p> <p>In the above cases, vinyl coated chain link fencing must be used, combined with a screening treatment such as fabric, wood lath or dense vines. Views from the public rights-of-way (and adjacent properties) should be minimized by using landscaped berms (maximum four-foot tall), landscaping and/or buildings that block views. When a lot is elevated from the public right-of-way due to topography, evidence shall be supplied to the County demonstrating that adequate screening is provided.</p>

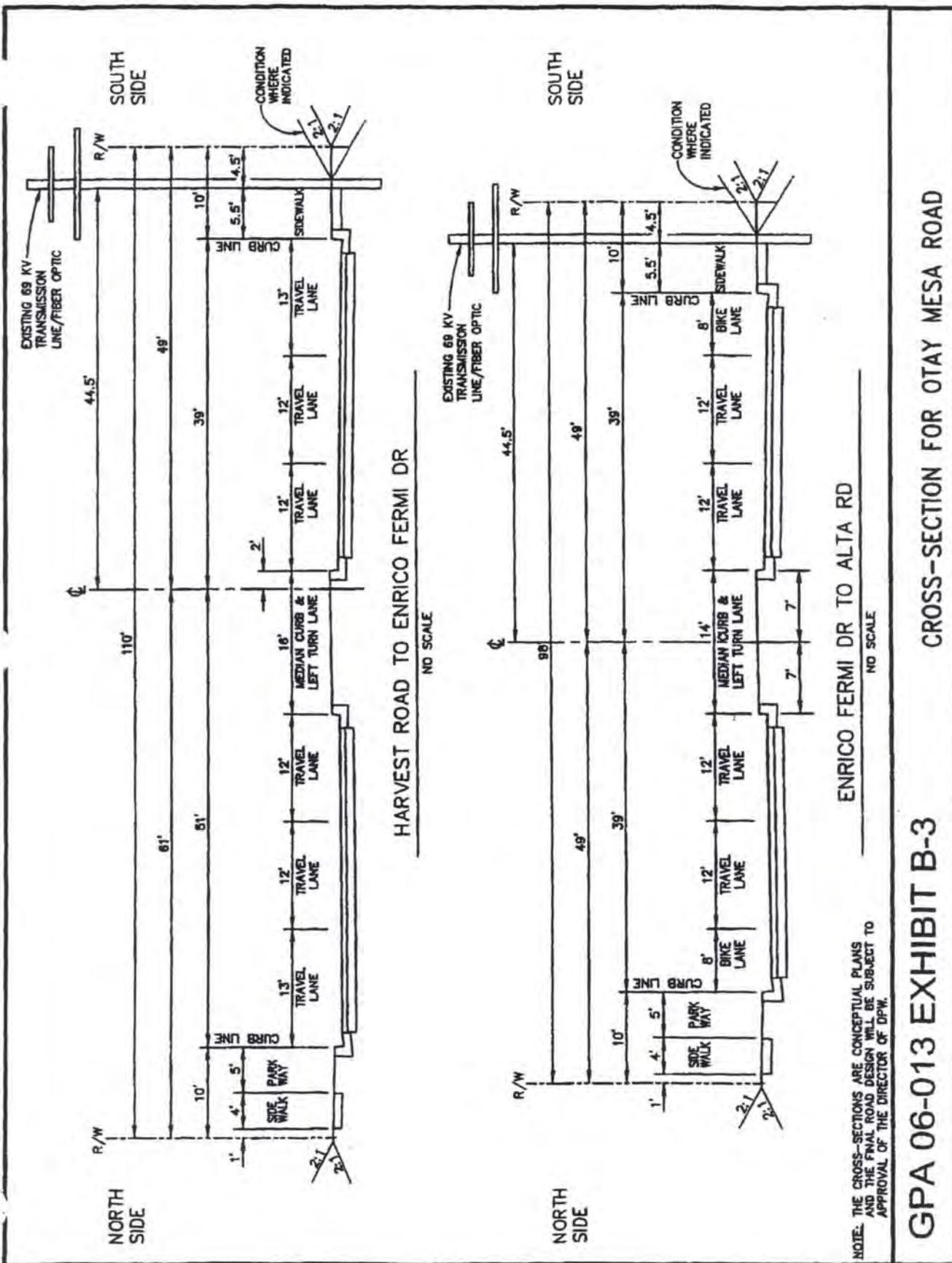
TABLE 3.2-1
Site Planning Standards

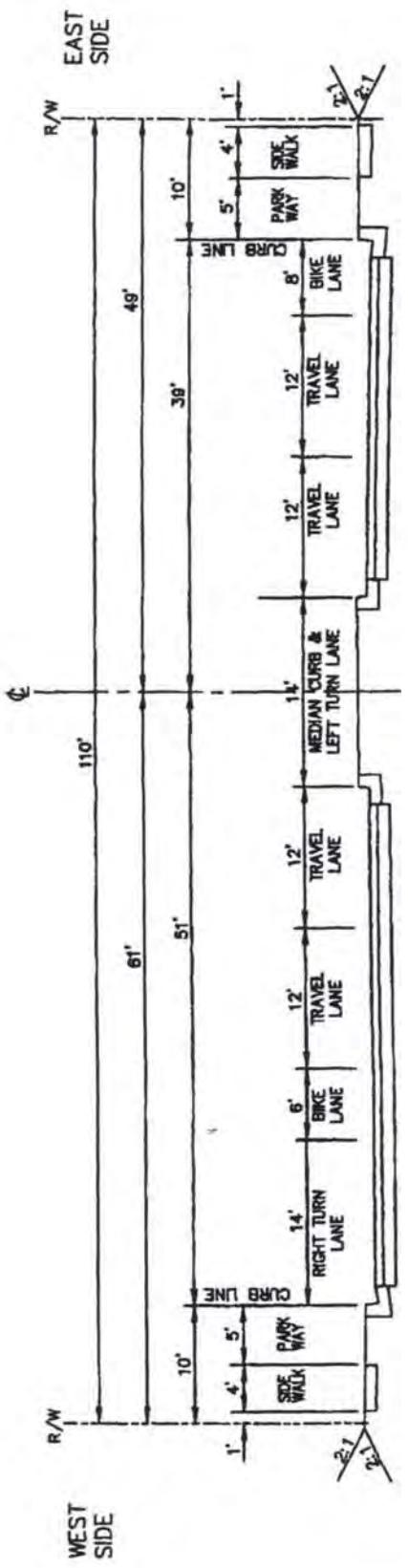
		All Land Use Designations
		<ul style="list-style-type: none"> ▪ All open sales, display and storage areas, including those for trucks, must be enclosed by a view-obscuring fence, wall or building. A hedge or other dense landscaping can satisfy a requirement for a view-obscuring fence and shall be maintained in accordance with landscape provisions of the Water Conservation in Landscaping Ordinance and Design Manual (refer to Landscaping Standards, Table 3.2-2).
		LIGHTING
General		<ul style="list-style-type: none"> ▪ All lighting shall comply with the County Light Pollution Code (County Code § 59.101 et seq.).
Vehicular Areas		<ul style="list-style-type: none"> ▪ In Activity Node parking areas, lighting shall be on 15'-poles and complementary to building architecture. Illumination levels shall meet guidelines for vehicular areas (see County Light Pollution Code - County Code § 59.101 et seq.).
Service and Loading Areas		<ul style="list-style-type: none"> ▪ Lighting shall include directional shields and shall not overflow from the service areas into adjoining parcels. ▪ No floodlights shall be permitted on buildings except for wall packs with cut-off luminaries.
Buildings		<ul style="list-style-type: none"> ▪ Building illumination and architectural lighting shall be indirect in character (no light source visible). ▪ Architectural lighting shall articulate and animate entrances and other prominent architectural elements as well as provide the required functional lighting for safety and clarity of pedestrian movement.
Pedestrian Areas		<ul style="list-style-type: none"> ▪ Lighting for pedestrian walks shall be designed for point-to-point illumination, but no specific illumination levels are required. The main emphasis shall be to clearly identify the pedestrian walkway and direction of travel.
Adjacent to Natural Open Space and/or the OVRP		<ul style="list-style-type: none"> ▪ Lighting shall be directed away from areas designated as Conservation/Limited Use Area or permanent open space area and away from the Otay Valley Regional Park.

Appendix 2
GENERAL PLAN
CIRCULATION ELEMENT ROAD CROSS SECTIONS

Notes on Road Cross-sections:

- **Parkway Dimensions / Composition:** The road cross-sections do not contain the correct dimensions for parkways (the area outside the curb line) on certain types of Circulation Element and Specific Plan roads. For correct dimensions and requirements for parkway design (and the adjacent landscape easement), see Section 3.2.2 Landscaping Standards and Table 3.2-2 Landscaping Standards.
- **Landscape Easements:** The cross-sections do not include a two-foot landscape easement that is required along all Circulation Element and Specific Plan roads. This easement is located along the property line, adjacent to the public right-of-way.
- **Trails:** The cross-sections do not show a trail (called a Pathway) on Alta Road that is required by the Community Trails Master Plan.





ENRICO FERMI DR
OTAY MESA ROAD TO SR-11

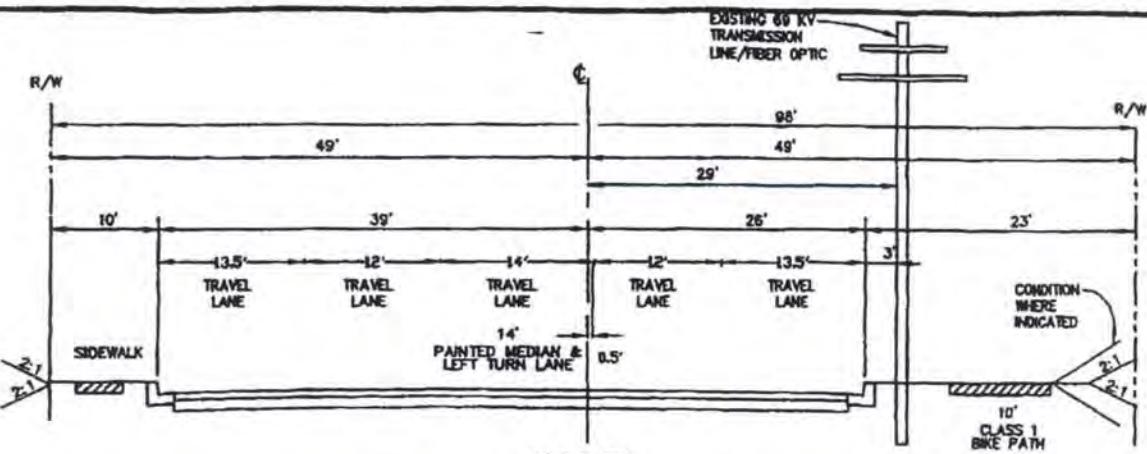
NO SCALE

NOTE: THE CROSS-SECTIONS ARE CONCEPTUAL PLANS AND THE FINAL ROAD DESIGN WILL BE SUBJECT TO APPROVAL OF THE DIRECTOR OF DPN.

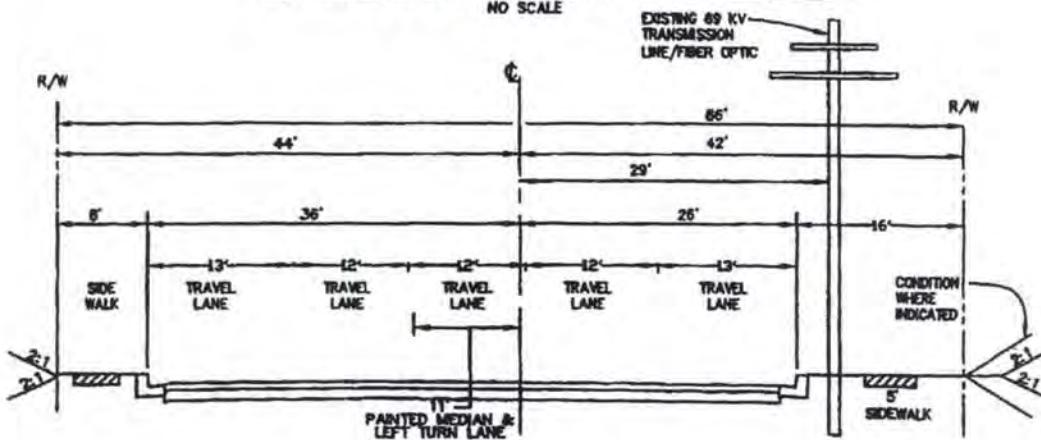
GPA 06-013 Exhibit B-3

CROSS-SECTION FOR ENRICO FERMI DRIVE

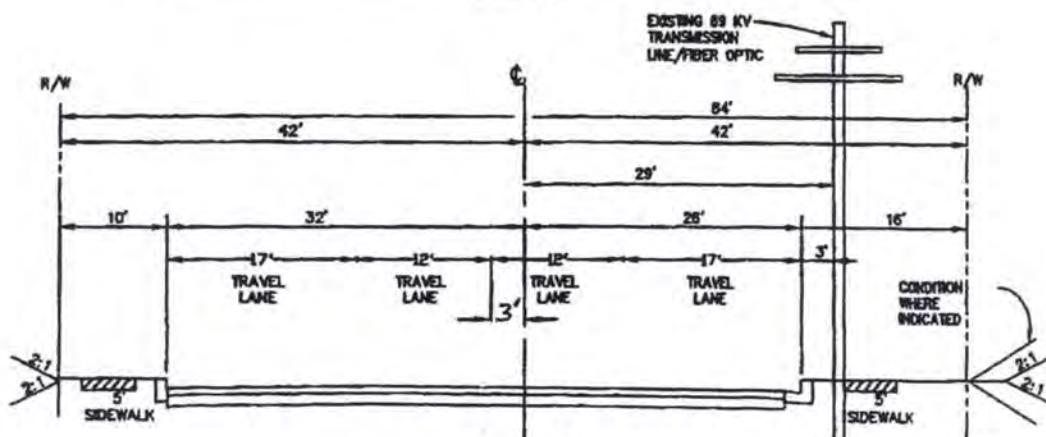
SOURCE: Darnell & Associates, Inc. 060411CC.dwg 7-12-07 SN



ALTA RD
OTAY MESA ROAD TO LONE STAR ROAD



ALTA RD
LONE STAR ROAD TO DONOVAN STATE PRISON ROAD



ALTA RD
N/O DONOVAN STATE PRISON ROAD

NO SCALE

NOTE: THE CROSS-SECTIONS ARE CONCEPTUAL PLANS
AND THE FINAL ROAD DESIGN WILL BE SUBJECT TO
APPROVAL OF THE DIRECTOR OF DPW.

GPA 06-013 EXHIBIT B-3

CROSS-SECTION FOR ALTA ROAD

SOURCE: Darnell & ASSOCIATES, INC. 060411CC.dwg 6-18-07 SN

Excerpts from 5-year Capital Improvement Program (CIP) 2010/11 – 2014/15



*County of San Diego
Department of Public Works*

Five Year Capital Improvement Plan



FY 2010-11 thru FY 2014-15





AIRWAY ROAD – OTAY

This project will construct additional lanes on Airway Road between Michael Faraday Drive and Enrico Fermi Drive.

Total Length	1,400 feet
Estimated Completion	TBD
Planning Group	None
Project Manager	Steve Ron
District	1
Estimated Project Cost	TBD
Funding	Transportation Impact Fee and TBD

	FY 10/11	FY 11/12	FY 12/13	FY 13/14	FY 14/15
Preliminary Engineering	\$0	\$0	\$0	\$0	\$0
Project Development	\$0	\$0	\$0	\$120,000	\$0
Right-of-Way	\$0	\$0	\$0	\$30,000	\$0
Construction	\$0	\$0	\$0	\$0	TBD
Totals	\$0	\$0	\$0	\$150,000	TBD

Thomas Bros. 1352 B-3





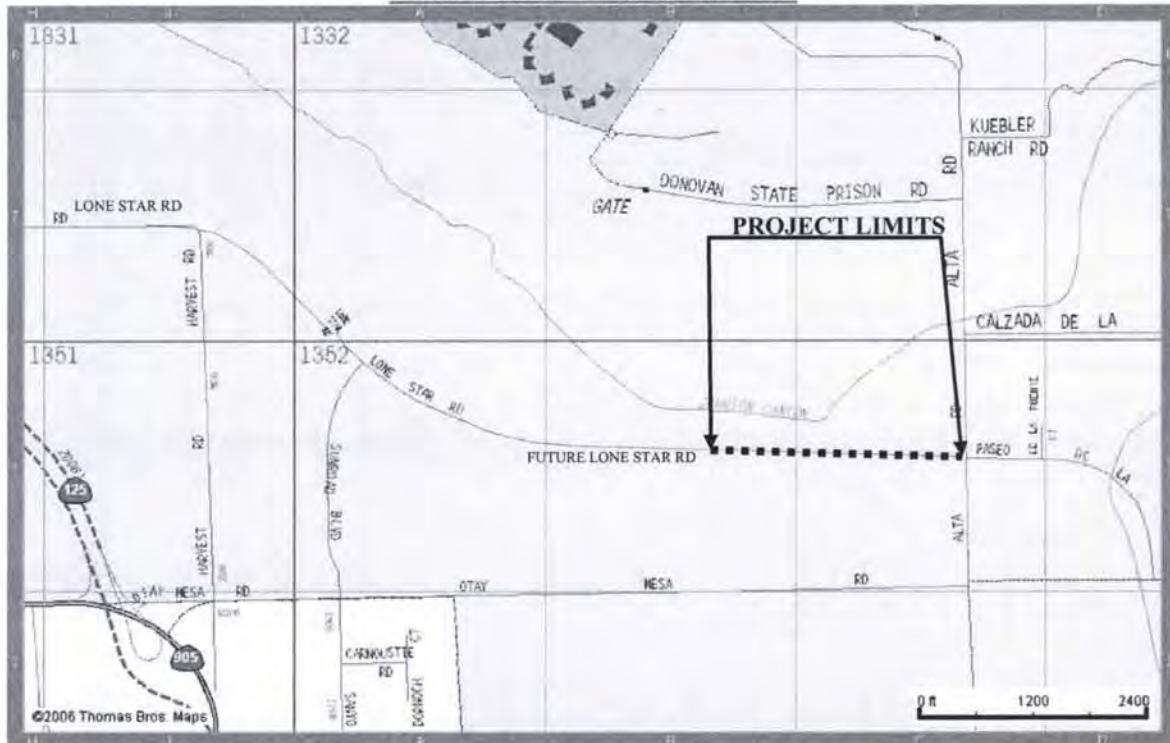
LONESTAR ROAD – OTAY

This project will construct a new road, Lone Star Road, from Alta Road to Enrico Fermi Drive.

Total Length	0.5 mile
Estimated Completion	TBD
Planning Group	None
Project Manager	Steve Ron
District	1
Estimated Project Cost	\$6,900,000
Funding	Federal and TBD

	FY 10/11	FY 11/12	FY 12/13	FY 13/14	FY 14/15
Preliminary Engineering	\$0	\$0	\$0	\$0	\$0
Project Development	\$270,000	\$0	\$0	\$0	\$0
Right-of-Way	\$20,000	TBD	\$0	\$0	\$0
Construction	\$0	TBD	\$0	\$0	\$0
Totals	\$290,000	TBD	TBD	TBD	TBD

Thomas Bros. 1352 B-1 thru C-1





OTAY MESA ROAD WIDENING – OTAY

This project will widen Otay Mesa Road from vicinity of Vann Center Blvd. to Enrico Fermi Drive.

Total Length	2,300 feet
Estimated Completion	TBD
Planning Group	None
Project Manager	Steve Ron
District	1
Estimated Project Cost	\$12,500,000
Funding	TBD

	FY 10/11	FY 11/12	FY 12/13	FY 13/14	FY 14/15
Preliminary Engineering	\$0	\$0	\$0	\$0	\$0
Project Development	\$235,000	\$0	\$0	\$0	\$0
Right-of-Way	\$55,000	TBD	\$0	\$0	\$0
Construction	\$0	TBD	\$0	\$0	\$0
Totals	\$290,000	TBD	TBD	TBD	TBD

Thomas Bros. 1352 A-2 thru B-1



Caltrans' Fact Sheets for SR905 & SR-11



State Route 905

Phase 1A, Six-Lane Freeway

FACT SHEET

GOALS

- Provide for efficient transportation of goods;
- Improve motorist safety and mobility for local, regional and international traffic;
- Create jobs for the San Diego region and California.

SCHEDULE

- Start Construction: April 2008
- Project Completion: November 2010.

CONTACT

Project Manager
Ismael Salazar at
(619) 688-6766
or e-mail at
Ismael.Salazar@dot.ca.gov

Department of Transportation
4050 Taylor Street
San Diego, CA 92110
Ph: (619) 688-6670
Fax: (619) 688-3695
www.dot.ca.gov/dist11



THE PROJECT

Work began in April 2008 to construct three miles of six-lane freeway from Siempre Viva Road to Britannia Boulevard in the community of Otay Mesa, San Diego. State Route 905 Phase 1A is just one portion of the larger SR-905 Project that runs from the Otay Mesa Port of Entry to I-805. The project's Phase 1B is under construction from Britannia Boulevard to east of Interstate 805.

TRAFFIC

The project is critical to the flow of goods and services between California and Baja California, as well as to the nation. In 1995, total imports and exports between California and Baja California were nearly \$15 billion, and in 2005 were nearly \$36 billion. Ninety-eight percent of the imports and exports are transported by truck. The California/Baja California POEs processed more than two million trucks in 2005, and this figure is projected to double by 2020. Continued growth in trade through the Otay Mesa POE has brought increased congestion that will be reduced with the completion of this project.

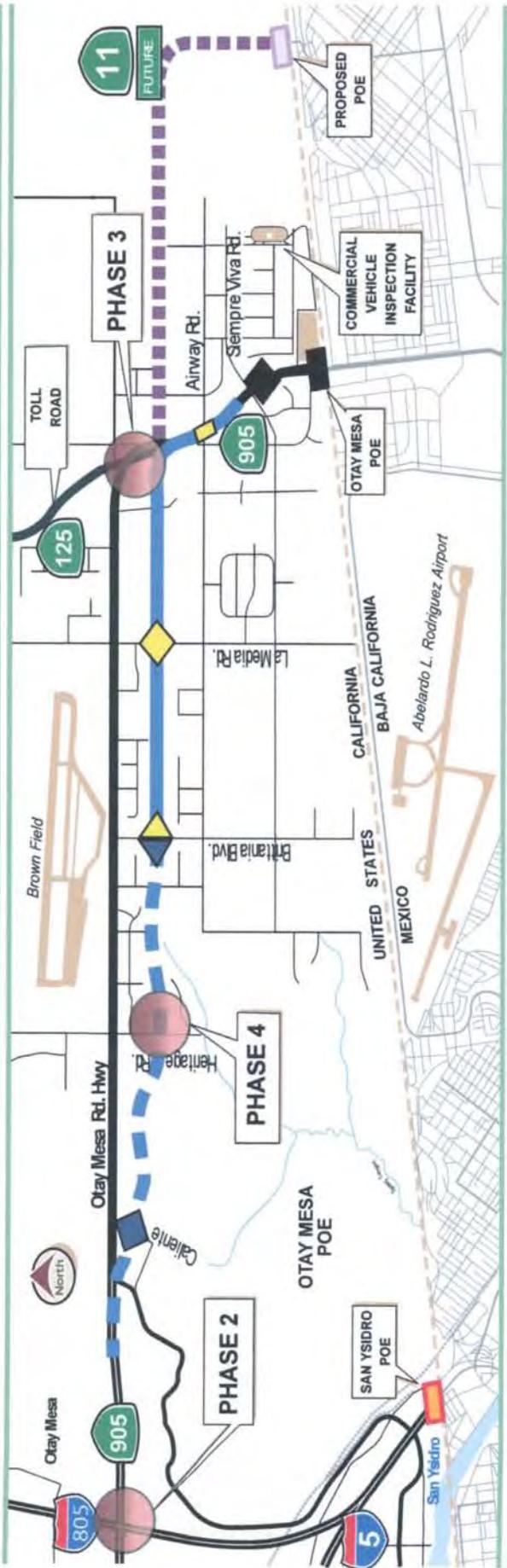
FUNDING

SR-905 Phase 1A has a price tag of \$343.6 million. Construction costs are funded by the Proposition 1B transportation bonds voters passed in 2006. The estimated cost for all phases of the SR-905 Project is about \$610.7 million.



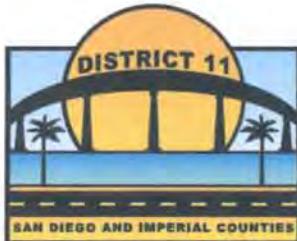


State Route 905



LEGEND - CONSTRUCTION PHASES

- PHASE 1A - 6 LANE FREEWAY BRITANNIA TO SIEMPRA VIVA
- PHASE 1B - 6 LANE FREEWAY 805 TO BRITANNIA
- PHASE 2 IMPROVEMENTS TO 805/905 INTERCHANGE
- PHASE 3 CONSTRUCT 125/905 INTERCHANGE
- PHASE 4 CONSTRUCT HERITAGE RD INTERCHANGE
- PHASE 1A - FULL INTERCHANGE
- PHASE 1A - BRIDGE STRUCTURES
- PHASE 1A INTERCHANGE WITH WB OFF RAMP AND EB ON RAMP
- PHASE 1B EB OFF RAMP AND WB ON RAMP
- PHASE 1B INTERCHANGE



State Route 905

From I-805 to the Otay Mesa Port of Entry

FACT SHEET

GOALS

Provide for efficient transportation of goods

Improve motorist safety and mobility for local, regional and international traffic

Create jobs for the San Diego region and California

SCHEDULE

Construction of Phase 1A began in April 2008. Completion of this portion is expected by late 2010. Phase 1B began construction in July and is expected to be completed by summer 2012.

CONTACT

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www.dot.ca.gov/dist11



THE PROJECT

A six-lane freeway will be built from Interstate 805 to the Otay Mesa Port of Entry (POE) at the U.S.-Mexico Border to serve the POE and businesses in the Otay Mesa area. It connects with other vital state routes such as I-5 and will include grade-separated local access interchanges and a freeway-to-freeway interchange with the South Bay Expressway (State Route 125 South).

TRAFFIC

The project is critical to the flow of goods and services between California and Baja California, as well as to the nation. In 1995, total imports and exports between California and Baja California were nearly \$15 billion, and in 2005 were nearly \$36 billion. Ninety-eight percent of the imports and exports are transported by truck. The California/Baja California POEs processed more than two million trucks in 2005, and this figure is projected to double by 2020. Continued growth in trade through the Otay Mesa POE has brought increased congestion that will be reduced with the completion of this project.

STATUS

Caltrans has purchased most of the right-of-way for Phase 1 from Siempre Viva Road to just east of I-805, and is in the process of acquiring the last parcels. Due to escalated costs, Phase 1 was split into two parts: Phase 1A, the eastern segment from Siempre Viva Road to Britannia Boulevard; and Phase 1B, the western segment from Britannia Boulevard to just east of I-805.

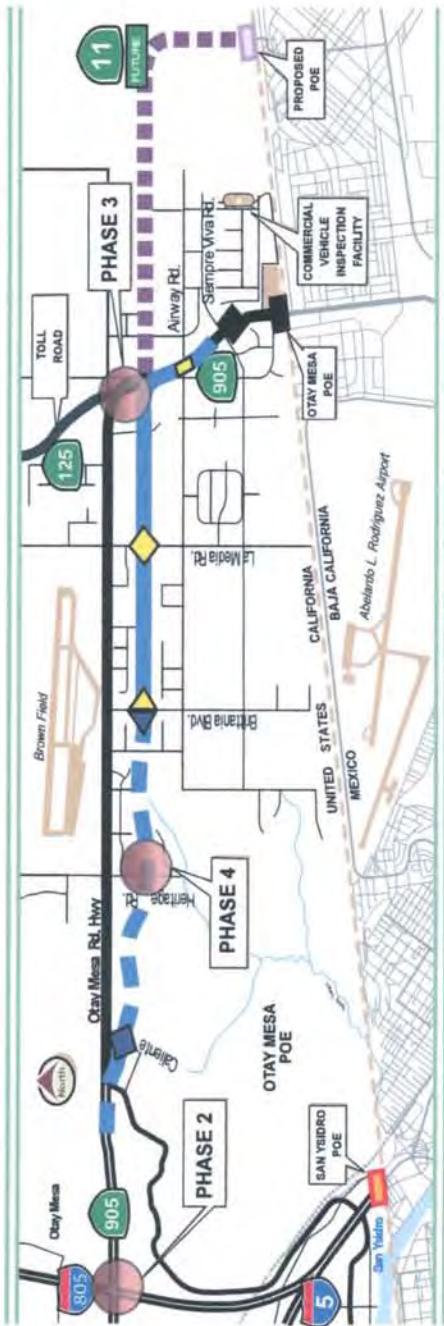
FUNDING

The estimated cost for the project is about \$610.5 million. A total of \$432.8 million has been programmed for Phases 1A & 1B. Federal funds of \$236.8 million include \$74 million from the American Recovery and Reinvestment Act. The State is providing \$184.5 million. Local contributions of \$11.5 million include \$8.4 million from the TransNet one-half cent sales tax approved by San Diego County voters. The remaining phases are interchanges and not yet funded or programmed.



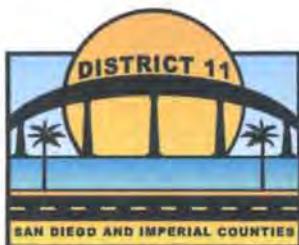


State Route 905



LEGEND - CONSTRUCTION PHASES

- PHASE 1A - 6 LANE FREEWAY BRITANNIA TO SIEMPRA VIVA
 - PHASE 1B - 6 LANE FREEWAY 805 TO BRITANNIA
 - PHASE 2 IMPROVEMENTS TO 805/905 INTERCHANGE
 - PHASE 3 CONSTRUCT 125/905 INTERCHANGE
 - PHASE 4 CONSTRUCT HERITAGE RD INTERCHANGE
- Legend symbols:
◆ PHASE 1A - FULL INTERCHANGE
◇ PHASE 1A - BRIDGE STRUCTURES
▼ PHASE 1A - INTERCHANGE WITH WB OFF RAMP AND EB ON RAMP
▲ PHASE 1B - EB OFF RAMP AND WB ON RAMP
◆ PHASE 1B - INTERCHANGE



August 2010

State Route 11/Otay Mesa East Port of Entry Project

FACT SHEET

GOALS

It's been 23 years since the last border crossing opened between California and Baja California, Mexico, and during that time both trade partners benefited from strong economic growth.

The new border crossing and connecting freeway will do even more to promote the transportation of vital goods and services across the border, and help the two nations remain competitive in the world market.

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THE PROJECT

Details include the proposed construction of State Route 11 (a four-lane freeway) and a new U.S. Customs and Border Protection Port of Entry in the community of East Otay Mesa, San Diego. SR-11 will extend about two miles from SR-905 south to the new Otay Mesa East Port. The new freeway and port will curb traffic congestion and reduce frequent border wait times of more than six hours for commercial trucks at the nearby Otay Mesa Port and up to three hours for cars at Otay Mesa and San Ysidro ports. It will provide a efficient connection south of the border to the Tijuana-Rosarito Corridor, with links to the Tijuana-Tecate and the Tijuana-Ensenada toll roads in Baja California, Mexico.

The passage of Senate Bill 1486 and the subsequent issuing of a federal Presidential Permit in 2008 opened the door for the San Diego Association of Governments (SANDAG) to seek private investment dollars to cover the shortfall in construction and design dollars and provide a premium crossing option for a fee. This premium option may reduce wait times from three hours down to less than a half hour. The Permit is a component of the state's intent to finance the project through tolls or user fees and is required by the financial investment industry for moving forward with public toll financing.

TRAFFIC

The project will reduce traffic congestion at the other three land ports in San Diego County (San Ysidro, Otay Mesa and Tecate). The biggest impact will be felt at the Otay Mesa Port, which serves more than 90 percent of commercial truck traffic entering the county. More than 1.4 million trucks carrying an estimated \$28.6 billion in goods crossed at the Otay Mesa Port in 2006. The number of trucks is expected to double by 2025.

CONSTRUCTION COSTS

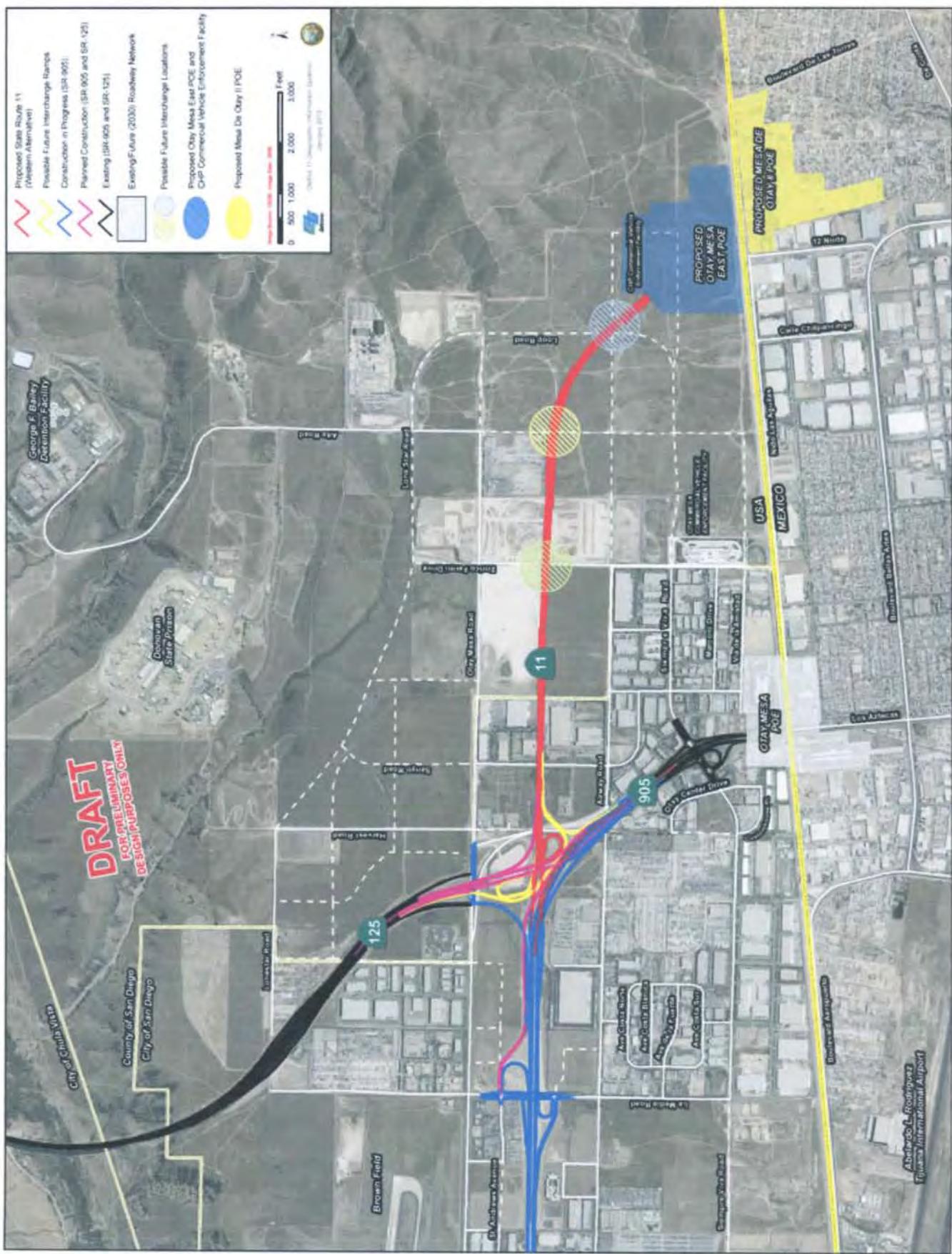
SR-11 ranges from \$300 million-\$360 million, while the new Otay Mesa East Port has a price tag of between \$300 million-\$350 million. The Proposition 1B Trade Corridor Improvement Fund is contributing \$75 million for the project. The State Transportation Improvement Program has contributed \$13 million and \$5.7 million has come from the federal government.

Construction would create approximately 8,134 new jobs, generating an estimated \$463,850 for the local economy. Operation of the facility, combined with the extension of SR-905, would create an additional 33,900 jobs and generate about \$1.2 million.

STATUS

An environmental study for the program has been completed and a second study for the project itself is underway, with completion expected in fall 2011. The schedule calls for the project breaking ground in 2012/2013 and opening in 2014/2015, contingent on full funding.

State Route 11/Otay Mesa East Port of Entry



SANDAG Series 11 Model for Otay Mesa 2020

**SANDAG Series 11
2015 Mobility Emphasis
Highway Network
Functional Class Network**

Otay Mesa Area

Network Build 2/25/10
2020 Otay Mesa Alt 3 - 2015 Network, 2020 trip generation

Functional Classifications:

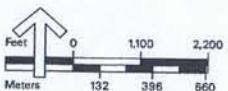
- Freeway
- Prime
- Major
- Collector
- Local Collector
- Rural Collector
- Local
- Freeway Connector
- Ramp
- Zone Connector
- Light & Commuter Rail
- Zone Boundary

Intersection Controls:

- Signal
- All-Way Stop
- One-Way Stop
- Ramp Meter
- Rail Crossing

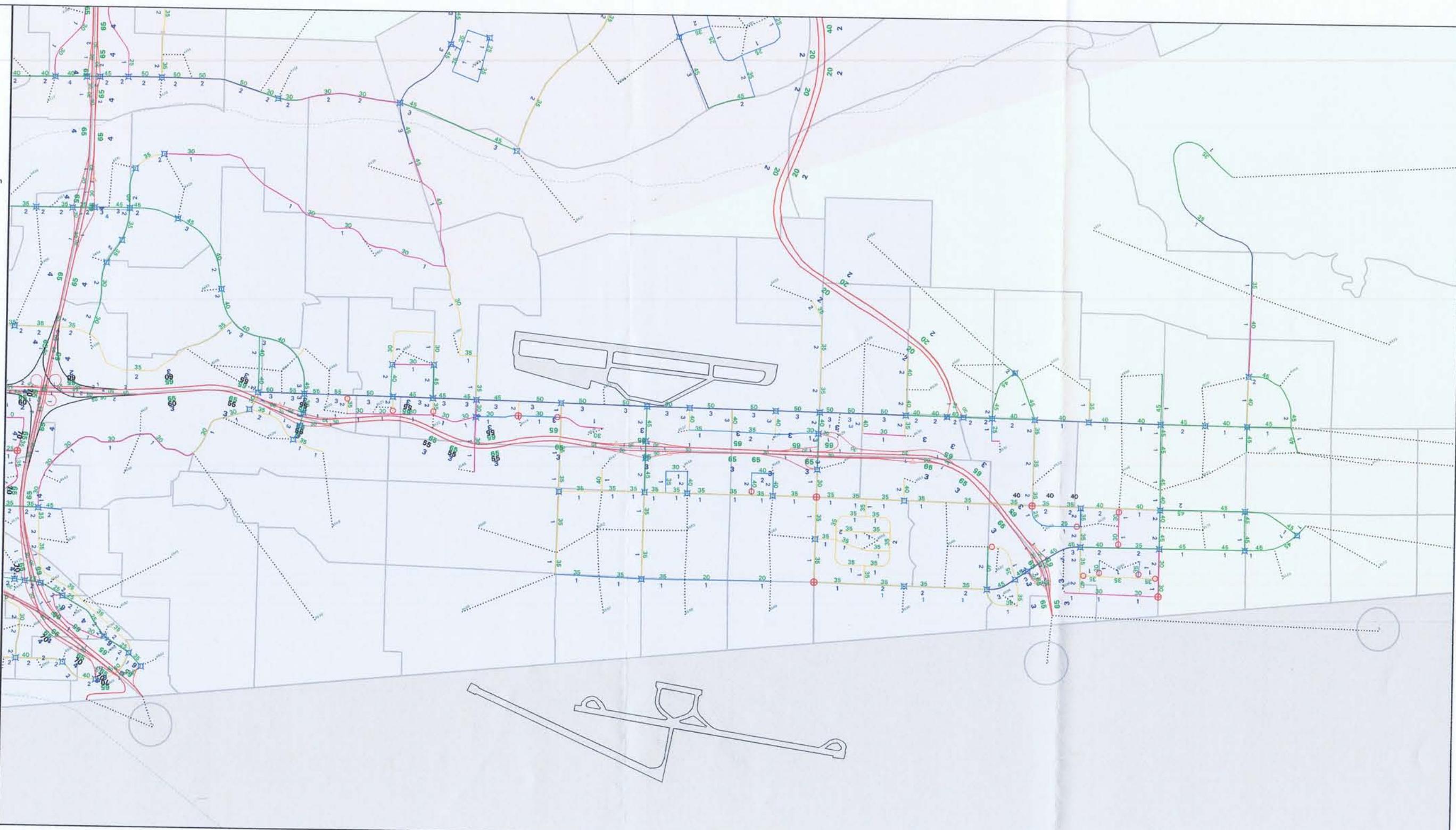
Speeds and Lanes:

- Adjusted Speed
- Modeled Speed
- Lanes
- Lane Imbalance
- Traffic Analysis Zone



SANDAG
San Diego's Regional Planning Agency

March 2, 2010



**SANDAG Series 11
2030 Mobility Emphasis
Highway Network
Daily Traffic Volumes**

SR-11/Otay Mesa East

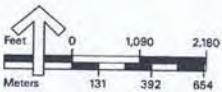
Model Run 03/05/2010
2020 Otay Mesa Alt 3 - 2015 Network, 2020 trip generation

Functional Classifications:

- ~ Freeway
- ~ Prime
- ~ Major
- ~ Collector
- ~ Local Collector
- ~ Rural Collector
- ~ Local
- ~ ~ Freeway Connector
- ~ Ramp
- ~ Zone Connector
- ~ Light & Commuter Rail
- ~ Zone Boundary

Forecasted Volumes:

- # Adjusted Volume
- * Unadjusted Volume
- ## Traffic Analysis Zone



SANDAG

San Diego's Regional Planning Agency

March 4, 2010



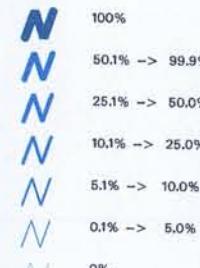
**SANDAG Series 11
2030 Mobility Emphasis
Highway Network
Select Link Assignment**

SR-11/Otay Mesa East

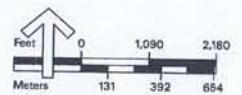
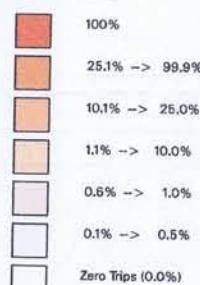
Model Run 03/05/10
2020 Otay Mesa Alt 3 - 2015 Network, 2020 trip generation

- Forecasted Volumes:
- # Unadjusted Forecast Volume
 - * Select Link Volume
 - ** Select Link Percentage
 - *# Traffic Analysis Zone

Link Distributions:

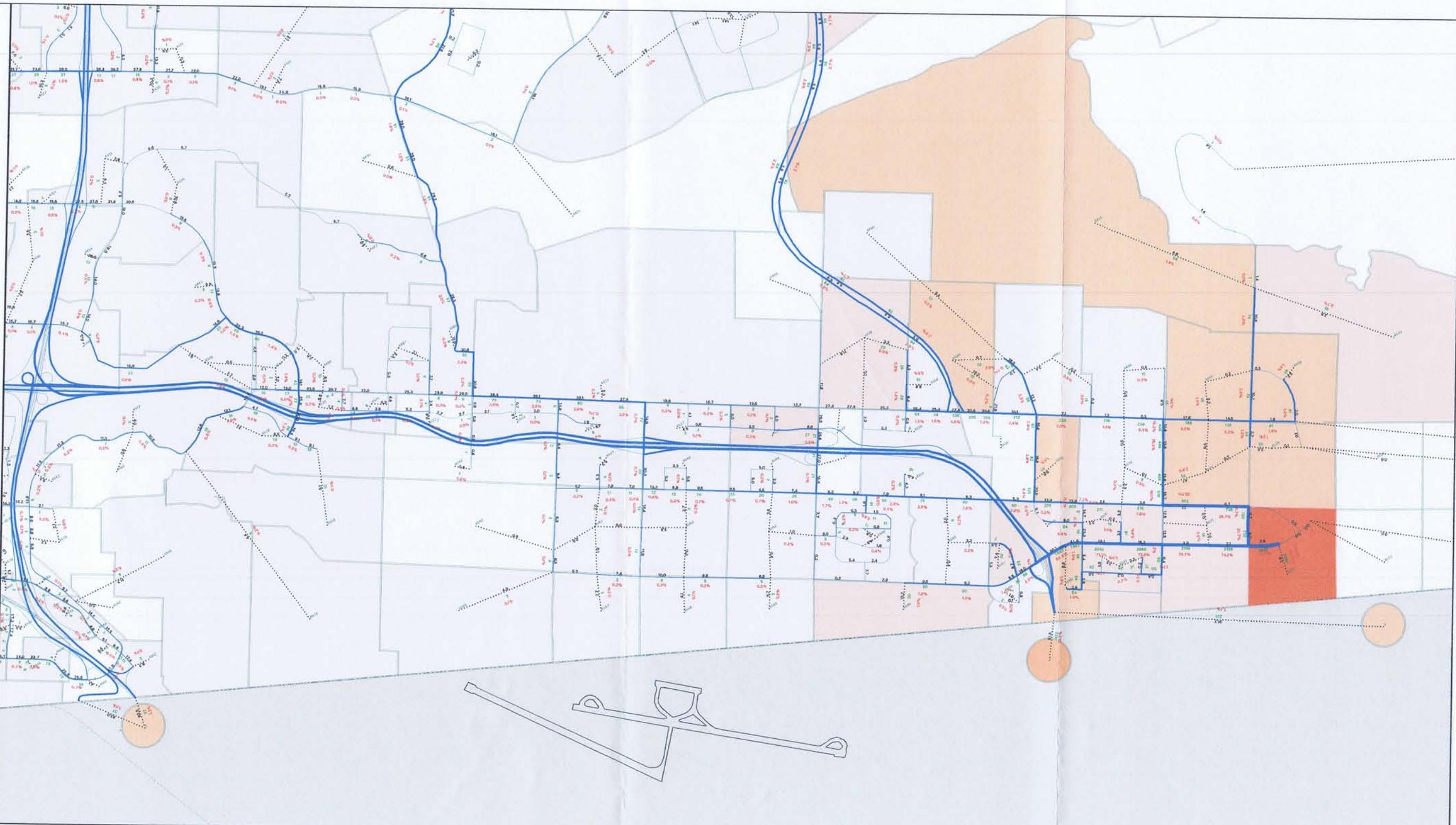


Zonal Distributions:



SANDAG
San Diego's Regional Planning Agency

March 15, 2010



B-80

APPENDIX C

- Excerpts from the County of San Diego TIF Program Update (January 2008)
 - Correspondences with County Staff (re: Additional TIF Facilities)
 - Current TIF Fees